



2 0 0 9

Blue Angels

Support Manual

5 November 2008

Dear Air Show Sponsor,

The 2009 Blue Angels are extremely excited to have the opportunity to perform in your area. Our primary focus after our months of preparation and training is to demonstrate the teamwork and professionalism of Navy and Marine Corps aviation to the members of your community. With approximately 70 air shows at 35 different locations planned for the 2009 season, we will be traveling throughout the United States every week from March until mid-November.

The Blue Angels' primary mission is to inspire young men and women to serve their country in the United States Navy and Marine Corps. Your assistance in providing support to local Navy and Marine recruiters is greatly appreciated. Their requirements are outlined on page 25.

This 2009 Blue Angels Support Manual is a compilation of 62 years of air show experience. The exacting nature of some of the requirements is best understood in the context of providing absolutely the finest military aviation demonstration week-in and week-out. The tradition of Blue Angel excellence and safety is a direct result of the standardization necessary at air show sites worldwide. LT Ben Walborn, Blue Angel #7, and LT Amy Tomlinson, Blue Angel #8, will maintain close coordination between our team and your air show committee. They will strive to be flexible in particular support areas, and will always be receptive to innovative operational ideas. With a very small staff and many air shows to plan, I cannot overstate the importance of a productive "winter visit" with your committee and FAA representative. In the months following, our Assistant Events Coordinators, led by Petty Officer Joshua Roscoe, will be your direct liaison to assist you in completing all air show requirements.

As we enter our 63rd season, the 2009 Blue Angels are dedicated to a successful air show and a memorable event for your community. Best wishes during your months of preparation.

Sincerely,

A handwritten signature in black ink, appearing to read "G. McWherter".

Greg McWherter
Commander, U.S. Navy
Commanding Officer

INDEX

| | | |
|--------------|---|----|
| CHAPTER I | INTRODUCTION..... | 3 |
| CHAPTER II | PRESEASON VISIT CHECKLIST..... | 6 |
| CHAPTER III | PERSONNEL SUPPORT..... | 9 |
| CHAPTER IV | MAINTENANCE..... | 12 |
| CHAPTER V | OPERATIONS..... | 16 |
| CHAPTER VI | C-130 JET ASSISTED TAKE-OFF (JATO)..... | 21 |
| CHAPTER VII | FEDERAL AVIATION ADMINISTRATION WAIVER..... | 23 |
| CHAPTER VIII | RECRUITING..... | 25 |
| CHAPTER IX | PUBLICITY..... | 26 |

ENCLOSURES

| | |
|---------------------------------------|---|
| SAMPLE STANDARD SCHEDULE..... | 1 |
| SHOWLINE/AEROBATIC BOX SPECIFICS..... | 2 |

APPENDIX

| | |
|---|---|
| DUE DATE CHECKLIST..... | A |
| PRESEASON VISIT CHECKLIST..... | B |
| FUEL CHECKLIST..... | C |
| PERSONNEL SUPPORT CHECKLIST..... | D |
| MAINTENANCE SUPPORT CHECKLIST..... | E |
| OPERATIONS CHECKLIST..... | F |
| JATO SUPPORT CHECKLIST..... | G |
| FEDERAL AVIATION ADMINISTRATION CHECKLIST (WAIVER)..... | H |
| FEDERAL AVIATION ADMINISTRATION APPLICATION..... | I |
| AIRCRAFT PARKING AND STATISTICS..... | J |
| AIRFIELD DIAGRAM CHECKLIST..... | K |
| RECRUITING SUPPORT CHECKLIST..... | L |
| MEDIA SUPPORT CHECKLIST..... | M |
| MEDIA RIDER QUESTIONNAIRE..... | N |
| SOCIAL FUNCTION CHECKLIST..... | O |
| LITHO LIST..... | P |
| THANK YOU LIST..... | Q |
| NARRATOR'S ADVANCE MEETING CHECKLIST..... | R |
| OBSTRUCTION CHART..... | S |
| SUPPORT MANUAL COMPLIANCE CERTIFICATE..... | T |
| PUBLICITY AFTER ACTION REPORT..... | U |

A. Air Show Coordinators and Air Show Committees should use the Support Manual for the planning, support and follow-up of a Blue Angels flight demonstration. This support manual represents 62 years of experience. The requirements outlined throughout this manual have been thoroughly reviewed and validated. Strict compliance is critical for the smooth execution of a Blue Angels air show. The checklists in this manual are identical to those used by the Assistant Events Coordinators to coordinate your flight demonstration. Timely completion of all checklist items is critical for mission success. Pre-show planning should begin at least four to six months prior to the scheduled event.

1. PRE-SHOW PLANNING AND COORDINATION: Stay in regular communication with the Blue Angels Assistant Events Coordinators. No problem is too small to address. You should know that the team is coordinating 35 shows simultaneously. Small problems that could have been easily fixed early can become serious issues on arrival day.

a. LT Amy Tomlinson and her events coordination staff will provide the assistance you require concerning every facet of a Blue Angels flight demonstration. The Commanding Officer authorizes LT Tomlinson to make **final** decisions concerning demonstration schedules. Your first main opportunity with the Events Coordinator, LT Tomlinson, will be during her visit during the winter months prior to our demonstration season. **During this "Winter Visit," the Events Coordinator, accompanied by the Narrator, will visit prospective show sites to:**

1. Determine the feasibility of safely conducting a Blue Angels flight demonstration at your show site,
2. Brief air show personnel on the requirements and requests of the Support Manual,
3. Discuss waivers, FAA regulations, weather minimums, and air show maneuvers with the FAA Inspector/Monitor assigned to your air show,
4. View the suggested hotel accommodations in your area,
5. View the proposed hangar, briefing, and work-out facilities.

****Please invite your Navy recruiting district Commanding Officer to attend or send representatives. Planning after the winter visits will be done directly with the Assistant Events Coordinators, led by Petty Officer Joshua Roscoe.**

2. SQUADRON ADDRESSES AND PHONE NUMBERS:

a. Pensacola, FL Mailing Address:

Navy Flight Demonstration Squadron
Attn: Events Coordinator's Office
390 San Carlos Road, Suite A
Pensacola, FL 32508-5508

b. Events office phone numbers in Pensacola, FL:

Events Coordinator: (850) 452-2585
DSN: 922-2585
Fax: 850-452-2790

Events Extension List:
LT Tomlinson X3118
YN2 Roscoe X3156
YN2 Oliver X3156

c. El Centro, CA Mailing Address (**January – March**):

Navy Flight Demonstration Squadron
Attn: Events Coordinator's Office
1605 Third Street
Hangar 5 Bldg 229
NAF El Centro, CA 92243-5001

d. Events office phone numbers in El Centro, CA:

Events Coordinator: (760) 339-2543
DSN: 658-8543
Fax: 760-339-2564

3. EVENTS OFFICE E-MAIL ADDRESSES:

LT Tomlinson: amy.tomlinson@navy.mil
YN2 Roscoe: joshua.roscoe@navy.mil
YN2 Oliver: andreanna.oliver@navy.mil

4. WEBSITE (to download electronic copy of 2009 Blue Angels Support Manual):

<https://www.blueangels.navy.mil>

5. GENERAL INFORMATION: The following information is included so you may better understand how the Blue Angels operate:

a. BLUE ANGELS ARRIVAL/BREAK PROCEDURES: The Blue Angels' landing pattern begins at a minimum of 200 feet over the approach end of the runway. At mid-field, the entire formation, one jet at a time, will pitch up and outboard to the downwind. Brief your control tower personnel that this is non-aerobatic and does not require a waiver, but is dynamic. The Blue Angels are authorized to use this pattern by the Federal Aviation Administration (FAA) and will use it on all VFR flight terminations. When returning from remote air show locations with possible low fuel, or on transit from home base, this pattern allows six jets to land in the most expeditious manner and reduces airspace congestion.

b. CIRCLE MANEUVERS (AIRFIELD/AIRSPACE/SHOWSITE ORIENTATION): On arrival day at the show site, **aerobatic maneuvers** from the show sequence will be performed over the show line. As a minimum, plan a **three-hour** closure of your airfield or demonstration site for circle maneuvers and a subsequent practice (usually on the Thursday prior to the show). These maneuvers are required to allow the pilots to familiarize themselves with the show line and surrounding geography. The pilots will spend two hours circling the airfield in order to pick out ground reference points. Once the pilots are satisfied with their ground reference points, they will fly some maneuver profiles which will be **fully aerobatic** requiring a sterile aerodynamic box, wavered airspace, and TFR. This is required for a safe air show. The third hour will be used for a practice demonstration. A one-hour break after the first two hours should be built into the schedule, followed by the third and final hour. This facilitates arrivals and departures at your show site as well as time for our maintenance personnel to prepare the jets for their last flight of the day. **A Federal Aviation Administration (FAA) waiver is required for performing circle maneuvers and the practice.** The waiver must cover all three hours of practice (**Reminder - We require a 1 hour maintenance break between the second and third hour**). Procedures for obtaining this FAA waiver are outlined in Appendix (H). **Please note that all roads within the aerobatic box and all airfields within 5 nautical miles must be closed per FAA regulations. In addition all buildings within the aerobatic box also need to be evacuated with the exception of essential personnel (i.e. tower personnel). Ensure our Events Coordinator is aware of commercial traffic that will be arriving or departing from the airfield during our 3 hour block of flying time. We ask that these arrivals and departures be deconflicted.** For the three-hour block, certain allowances can be made to defer flights with airline arrivals and departures. All three hours may be scheduled separately, but only as a **last resort** to coordinate the airfield schedule with no other options. For planning purposes, an example of our standard schedule will have the circle maneuvers and practice scheduled at these local times:

| | |
|-------------|--|
| 1200 - 1300 | Circle Maneuvers for Jets 1-4, |
| 1300 - 1400 | Circle Maneuvers for Jets 5-6, |
| 1400 - 1500 | Maintenance Break, |
| 1500 - 1615 | Practice demonstration (please plan an extra 15 minutes for maintenance slides, etc.). |

c. PRACTICE SHOW: The Team's practice demonstration is a rehearsal of the show routine, and is normally performed during the last hour of circle maneuvers (normally Thursday - see schedule above) and on the day preceding the officially scheduled show practice (normally Friday). **The Friday practice show can also be an opportunity for the viewing benefit of military and family members, special needs groups (Make-a-Wish), veterans, and recruiters.** Recruiters also have priority on regular show days and play a part in the Team's scheduling plan. All practice shows and arrival maneuvers are flown at the discretion of the Commanding Officer, Navy Flight Demonstration Squadron. A **two-hour** FAA waiver and sanitized airspace is required for each practice show (normally Friday) in order to cover the practice and the possibility of maintenance or air show schedule slides.

Please ensure we are the last high-performance act to practice on Friday, as we hope to preserve a quieter and less dynamic period of time to meet with Make-a-Wish / special needs children after our practice.

d. BLUE ANGELS FLIGHT DEMONSTRATION: A flight demonstration consists of a series of aerobatic maneuvers flown in a definite and prescribed sequence by six F/A-18 aircraft and our C-130 aircraft. A minimum of one-hour and 30 minutes are required for a complete demonstration. A **two-hour** FAA waiver and sanitized airspace is required for each Flight Demonstration (normally Saturday and Sunday).

e. SCHEDULING: When scheduling circle maneuvers, the practice show, and flight demonstrations, do not deviate more than ONE HOUR from the show start times each day. For example, if Saturday and Sunday demonstrations are scheduled for 1400, then Friday's practice show should be scheduled no earlier than 1300 and no later than 1500, and the third hour of Thursday's circle maneuvers (reserved for a practice show) should also start no earlier than 1300 and no later than 1500. This requirement is due to sun angle consistency.

1. **All practice shows and flight demonstrations should be scheduled to start at least 3 hours prior to sunset, but not later than 1500 local time**, (NLT 1400 if show is after reversion to standard time in the fall) because of visibility problems created by low sun angles in the late afternoon.

f. TEMPORARY FLIGHT RESTRICTION (TFR): A TFR is required to increase the level of safety for the demonstration team and spectators attending practice or show demonstrations. Show sites can coordinate a TFR through your local Tower Supervisor, approach control, and regional TRACON. A message is sent out in January 2009 to notify Washington FAA as well as AOPA members of the schedule and waiver days. All practice and demonstration waiver times must be inclusive of the TFR. Below is an example of a NOTAM with the TFR included:

1. "FLIGHT RESTRICTIONS _____ (LOCATION/NAME OF AIRSHOW):
EFFECTIVE _____ - _____ (LOCAL TIMES). DLY _____ (DAY OF WEEK/DDD/MMM/YYYY)
UNTIL _____ (DAY OF WEEK/DDD/MMM/YYYY). PURSUANT TO CFR SECTION 91.137A(3),
TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 5 NAUTICAL MILE RADIUS OF **SHOW CENTER**
_____/____ (LAT/LONG) SURFACE TO 15000 FEET AGL. _____ (LOCATION) APPROACH
CONTROL, TELEPHONE ____ - ____ - ____, IS IN CHARGE OF THE OPERATION. _____ (FAA COORD
FACILITY), TELEPHONE ____ - ____ - ____, IS THE FAA COORDINATION FACILITY. WIE UFN."

4. AREAS OF CONCERN: Within 120 days of your air show, the Assistant Events Coordinators will contact you to review the enclosed Support Manual appendices and establish plans to complete them on time.

a. Appendix (A) is the Due Date Checklist. Sample checklists that need to be submitted can be obtained in Appendices (B) through (U). **Please use the online Adobe or Word versions available for download on our website. Submit each checklist on or before the due dates for your event via fax, mail, or email.**

II. PRESEASON VISIT CHECKLIST (APPENDIX B)

A. Mail, fax, or email the Preseason Visit Checklist **no later than three weeks** prior to the Events Coordinator and Narrator's arrival. Use the following information to correctly complete the preseason visit checklist.

1. GENERAL INFORMATION

- a. Show Site/Time: Actual town and time zone where demonstration will occur. Please annotate time zone changes that may occur during our stay.
- b. Airfield and demonstration date: Airfield name and three-letter identifier for the intended demonstration site or the airfield that the Blue Angels will stage from.
- c. Remote Demonstration Site: Actual location for your demonstration, if not at designated airfield (lake front, river, fairgrounds, etc.).
- d. Date of your preseason visit.
- e. Arrival, meeting, and departure times for the Narrator and Events Coordinator.
- f. Brief Room: Building and room number along with phone number where the preseason meeting will take place. This meeting should be held in the **same** brief room the pilots will use during the air show. The Narrator and Events Coordinator will have a Power Point presentation. **Please have a computer with Microsoft Office 97/2000 or later and compatible laptop projector. It should be CD-Rom and/or USB capable. Notify the Blue Angel Events Office if not available.**
- g. Air Show Coordinator: Name, phone number (including autovon/DSN if applicable), and complete mailing address for the primary Air Show Coordinator. Home phone number (and cell phone, if applicable) is also required to handle any last minute issues that may arise after working hours.

2. LOGISTICS

- a. Fuel: Type of fuel, quantity, form of payment, cost, and company that we will purchase fuel from. A Fuel Checklist (Appendix (C)) is included for civilian demonstration sites. Please include all requested information for all of Fixed Base Operators (FBO's) in your area. Fuel must be readily available upon request to accommodate our tight timeline.
- b. Hangar Space: (F/A-18 wing span 38', height 16', length 56') The #7 Aircraft must be hangared overnight if the forecast temperature is below 40 degrees Fahrenheit, or inclement weather is forecasted (i.e., snow, ice, hail, or heavy rain). **The aircraft will not be moved unless supervised by Blue Angel #7 or #8.** The hangar must be accessible upon our arrival. The air show sponsor is responsible for the security of the aircraft, and obtaining **a tow bar and tractor that is compatible with the F/A-18. (See tow tractor/tow bar descriptions in Chapter IV).**
- c. Foreign Object Debris (FOD) Conditions: Due to the vacuum effect of the F/A-18 engines, please ensure that all surfaces (runways, taxiways, and ramps) are swept thoroughly prior to #7 and #8 arrival.
- d. #7 Aircraft (A/C) Parking: The **exact location** of parking for the #7 A/C during the preseason visit in degrees/minutes/seconds format, (lat/long and description of the parking location).
- e. Point of Contact (POC) responsible for maintenance gear support. Please include name, commercial phone number, unit/company, and DSN phone number if applicable.
- f. Fixed Base Operator (FBO): This information is required for acquiring fuel at civilian show sites for the preseason visit only. If a government contract is available, this FBO must be used. Appendix C must be received **for all** FBO's at your show site for the scheduled air show.
- g. Hotel Accommodations: The Narrator and Events Coordinator will attempt to use the proposed accommodations for the Blue Angels during the air show. If not an overnight stay, the Events Coordinator and Narrator will need to visit the proposed hotel prior to departure. Please note that your proposed hotel is a recommendation from the show site only. The Events Coordinator will make the final decision on lodging arrangements for the team.
- h. Proposed Athletic Facility: We will request your assistance in finding an athletic facility near the hotel that will

host the team during our stay. #7 and #8 will want to see this facility during their pre-season visit, and possible use it if staying overnight. For military bases, this facility can not be located on the base due to restricted ability to access base facilities during the air show.

i. Transportation: When the Narrator and Events Coordinator stay overnight, one vehicle must be provided by the air show committee (rental, courtesy, base vehicle) for the duration of their visit.

3. OPERATIONS

a. Blue Print Quality / AUTOCAD Diagram: A scaled diagram (1"=200'-400') of the airfield or waterway indicating proposed show line, show line headings, magnetic variation, center point, crowd line, VIP seating, static displays, C-130 parking, #7 jet parking, jets 1 through 6 parking, the brief room, and the maintenance hangar. This chart must be drawn to scale and have the proper scale annotated on the chart. Examples of the show line and crowd line requirements are included in Enclosure (2). Quality and accuracy are imperative. Please have a **game plan and chart** designed prior to the Narrator and Events Coordinator's winter visit. If at all possible, AUTOCAD format works best with runway and taxiway widths.

1) For a show being flown over water, a waterway chart is required with the show line, center point boat and crowd right boat (right of center point as viewed by a spectator) depicted with a high degree of detail, accuracy and scaling. Center point must be annotated in latitude/longitude (degrees/minutes/seconds).

2) In an over water / remote show, an airfield diagram is also required for the take-off and landing field the team will use. Indicate aircraft parking for #7 jet, C-130, #1-6 jets, the briefing room, and the maintenance hangar on the diagram.

3) In addition, a Jeppesen approach plate airfield diagram may be necessary for many of the smaller airfields that host demonstrations (contact the Events Office early).

b. When the show site is at a military base, we will request phone and fax numbers, to include DSN numbers for Base Operations and Weather.

c. The Blue Angels will also need the name and phone number of the nearest Flight Service Station.

d. Frequencies: Please provide VHF and UHF frequencies for areas annotated on the checklist.

e. Wildlife Hazard Management (WHM – civilian) Plan ; Bird/Animal Aircraft Strike Hazard (BASH – military) Plan: Wildlife and bird/animal strike hazards pose a serious risk to performing aircraft and aircrew. While some civilian airfields are not required to implement a Wildlife Hazard Management Plan per 14 CFR 139.337, all military airfields should have an established BASH plan. Please provide any active or passive control techniques that the show site plans on using during the air show week. This information will be used for internal WHMP/BASH analysis by the squadron.

4. MANDATORY ATTENDEES FOR THE PRE-SEASON VISIT

a. Make every attempt to have the personnel listed below and in Appendix (B) attend the Pre-season visit. The Narrator and Events Coordinator can resolve any questions your committee may have regarding the support of a Blue Angels Flight Demonstration.

- | | |
|--|---|
| 1. Air Show Coordinator | 11. Civilian Police Escort |
| 2. Blue Angels Liaison | 12. Medical Point of Contact |
| 3. FAA Monitor | 13. Recruiting District Commanding Officer and Local Navy Recruiter |
| 4. Maintenance Support Point of Contact | 14. Marine Corps Recruiting Representative |
| 5. Security Chief | 15. Airfield Tower Supervisor |
| 6. Crash Crew Chief | 16. Fuel Point of Contact |
| 7. Publicity Coordinator | 17. Transportation Point of Contact |
| 8. Airfield Manager/Operations Officer | |
| 9. U.S. Coast Guard Representative (if applicable) | |
| 10. Hotel/Motel Manager | |

b. The Air Show Coordinator must ensure that the FAA Representative from the Flight Services District Office (FSDO) who will monitor your show is present at the pre-season meeting. The importance of this FSDO representative's attendance at the pre-season meeting cannot be overstated. Several problems relating to the waiver, airspace, or specific scheduling requirements can be avoided by FSDO attendance at the winter visit.

III. PERSONNEL SUPPORT

A. This chapter describes the requirements for supporting Blue Angels personnel on the road. The Personnel Support Checklist (Appendix (D)) will help you consolidate the information requested in this chapter. This checklist must be submitted to the Blue Angels Assistant Events Coordinator **90 days** prior to the team's arrival at your showsite.

1. **HOTEL ACCOMMODATIONS:** Navy Flight Demonstration Squadron personnel will spend more than 250 days a year away from their homes in Pensacola, Florida. For this reason, we will be looking for a reasonable place to stay at a cost not to exceed the military maximum lodging rate for your area. Please work closely with the Events Coordinator to help us find a comfortable lodging facility within a 30 minute transit from the airfield.

a. We will require somewhere between 65-75 rooms for our team, which each member will pay for individually. The Events office is seeking quality accommodations at the authorized Department of Defense (DoD) military maximum lodging rate for your area. The Blue Angels Assistant Events Coordinator can supply information regarding your area's DoD military maximum lodging rate. **The air show sponsor is responsible for funding any cost above the DoD military per diem rate including all taxes and incidentals (e.g. parking fees) if there is no suitable lodging available within these means, if waivers cannot be obtained through the Defense Travel System.** In these cases, the air show coordinator must send a letter to the Events Coordinator's office within **90 days** of the air show stating the supplemental amounts will be paid by the air show. The squadron requires a confirmation letter or contract from the hotel point of contact including the following information:

1. The number and types of rooms.
2. Room rates.
3. An agreement that if two team members must share a double room, each team member will need to be billed individually for half the double rate.
4. Key releasing policy.
5. Itemized room receipts with zero balance.
6. If our Federal Tax Exemption Form is going to be accepted.

Forward this confirmation letter to the Events Coordinator's Office **90 days** prior to the arrival of the team. **It is the responsibility of the Events Coordinator to sign all hotel contracts after you have negotiated costs. The air show coordinator is not authorized to sign any contracts on behalf of the Blue Angels.** All requirements will be delineated in an official Request for Proposal to be sent out in January/February 2009.

b. **Rooming List:** The Blue Angel Events office will provide a rooming list to the hotel approximately three weeks prior to Narrator's arrival on show week. We request **non-smoking rooms** in a **quiet section** of the hotel, without sacrificing room quality and with upgrades if available.

c. **Blue Angels Guests:** Guests will be annotated on our rooming list by the day of check-in and check-out beside their name. **GUEST ROOMS WILL NOT BE GUARANTEED BY THE NARRATOR.** Only the Events Coordinators Office will make reservations for guests. All requests made directly with the hotel are **NOT** endorsed by the Blue Angels. Guests will guarantee their own rooms. Blue Angel #7, #8, and the Assistant Events Coordinator are the only individuals authorized to make changes to room assignments and/or amenities.

d. **Key Policy:** The Narrator pre-registers the entire squadron and accepts delivery of all room keys for **TEAM MEMBERS ONLY** by 0730 of the morning the squadron arrives at your show site. If this is not possible, the keys, with a complete rooming list, should be delivered to the Blue Angel briefing room prior to 1200. #7 will sign for all keys. **The Narrator will not release any keys until he has verified with our hotel liaison that all rooms are vacant.** Unused keys will be returned to the hotel. The Narrator cannot pick-up keys later in the day because of required arrival coordination at the airfield. When the keys are turned over to the Narrator, all televisions, telephones, etc. that would normally be turned on during check in, should be done at that time. Due to our late afternoon show schedules, the team should be scheduled for late checkout (1300) on day of departure.

e. **Checkout -** Per U.S Navy administrative procedures for liquidation of travel claims, please provide a **zero balance** on all receipts with **original receipts** given to each team member, preferably provided under the door on the morning of checkout (this will reduce the workload on the hotel desk staff).

f. **Secure Space :** Used at select show sites, normally remote sties, to lock up high value equipment used by our communications cart and media specialists.

2. **TRANSPORTATION:** The squadron needs a minimum number of vehicles as outlined below to successfully conduct business at your show site.

Minimum vehicle requirements: 30 - Standard trip (Before 15 SEP)
 34 - Standard trip (After 15 SEP or a long show before 15 SEP)
 38 - Long trip (After 15 SEP)

1. FULL SIZE 4-DOOR SEDANS

- a. 18 - Standard show before 15 SEP
- b. 22 - Standard show after 15 SEP or long trip show before 15 SEP
- c. 26 – Long trip show after 15 SEP

2. 10 mini and/or passenger vans with bench seats.

3. ONE 15-passenger van.

4. **ONE** six-passenger **4-door, 8' bed**, crew cab pick-up without canopy and without toolbox (completely empty bed) to be used for maintenance, oil, fluids, and dirty parts. If the vehicle is new or conditions warrant, we recommend that the cargo bay be lined. **This requirement is a necessity and cannot be substituted.**

5. One additional 15-passenger van or bus is required in the event that your parking plan includes our 6 jets being parked further than ¼ mile away from the VIP area (Remote parking). This will assist us in the transport of VIP's for photo session.

6. **Remote show-sites** - An additional mini-van or SUV is required for equipment transportation to and from centerpoint. This truck is in addition to the minimum vehicle requirements. An additional 15-passenger van is required for VIP driving.

a. Two vehicles will be required for the Narrator's use upon arrival. **The remainder of the vehicles must be staged no later than 0800 the day the Team arrives** (1600 on day Narrator arrives is preferred).

b. Park all vehicles on the ramp near the designated parking area for the C-130 to facilitate aircraft-to-automobile off-loading. Keys should be placed inside the vehicle's visor.

c. All vehicles must have access to the ramp area and flight line. Our #7 Crew Chief will affix "Blue Angels Official Vehicle" stickers on each vehicle. **These stickers should be allowed to function as an "All Access" flight-line pass.**

d. All vehicles must have at least a half-full tank of gasoline and will be returned the same way. The team cannot use vehicles with mileage limitations. Please include local area maps with the hotel(s) and athletic facility clearly annotated.

e. Insurance is the responsibility of the air show sponsor or car dealer. If cars are being rented, the air show sponsor must sign for them before they are turned over to our Narrator. Team members are not authorized to sign for vehicles or provide driver's license numbers.

f. **In no way can the air show or dealership use the Blue Angels to endorse use of courtesy cars.** Dealerships can promote their participation in a community activity (the air show) so that there is not an appearance of selective benefit for endorsement of the vehicles.

3. **MEDICAL:** The Blue Angels Flight Surgeon requires a medical point of contact at each show site in order to support our aircrew and maintenance personnel who may become ill or get injured. This person must be a local physician with local hospital privileges and must be available by cell number during our entire stay. The Flight Surgeon uses the medical point of contact to coordinate any unforeseen medical needs such as emergency room visits, specialty consultations (orthopedics, dental, etc.) or prescription needs. Additionally, the Flight Surgeon needs the name of the most convenient hospital with a full-time Emergency Department and the name of the nearest hospital designated as a Level I Trauma Center. Please provide this information per Appendix (D) as indicated.

4. **ATHLETIC:** The Blue Angels are required to maintain a rigorous physical conditioning program especially during the show season. As a note on safety of flight, there is positive correlation between "G" tolerance and regular resistance training. Your assistance in arranging access to quality athletic facilities near the hotel would be greatly appreciated. Exercise facilities in hotels are not sufficient. Minimally, the facility should have a complete weight training area and must be available during hours the team could use it. Available workout times for team members are from

0800 - 1200 and 1800 - 2100 daily. **Workout areas on military bases are not accessible on show days.** It is very

important to ensure gym availability on Saturday and Sunday as well. Pre-coordination for the team is encouraged. Showing military I.D. and then identifying ourselves as Blue Angels work best to grant our access.

5. SUSTENANCE: The Blue Angels perform in a different city every weekend. The largest demand on time comes from the many hours spent preparing for a show and then debriefing it. Due to this time constraint food and beverages can become hard to attain by Blue Angel personnel. Sandwiches and beverages to sustain about 65 people will help ease the high tempo of Blue Angel personnel while conducting your air show, and would be greatly appreciated. This is a request, not a requirement, and is in addition to the requirement for the 15 gallons of water and 50 pounds of ice required in the maintenance section.

6. BLUE ANGEL VIP SEATING: A **minimum** of 200 separate and clearly identified VIP seats **per air show day** are required. At most show sites we will request 300 seats, this will be arranged in advance by our Events Office. This section should have **entry access**, in **front** of and **behind** the crowd line, and be manned by air show designated personnel. It should also be separated from the main spectator viewing area and be positioned **as close to and directly across from show center point as possible**. **The front 40 seats must be roped off and clearly marked as “Reserved” for Blue Angel immediate family members (by the air show) arriving in our caravan.** The caravan must have access to VIP seating from the front of the crowd. **Only immediate Blue Angel family members may be allowed to sit in the front 40 seats prior to the arrival and seating of caravan.**

7. VIP PASSES: Blue Angel VIP passes will be provided to the Blue Angel guests by the Events Office. Samples will be provided via email to the Blue Angel Liaison so security personnel can be briefed. We request that Blue Angel VIP passes provide access to VIP parking (when available), access to our designated seating area, and access (for guests) to any Blue Angel commits if possible. Each pass is marked with a specific show site and show day (i.e. Friday, Saturday, or Sunday). Blue Angel spouses also possess a special season long “Spouse pass.” These passes should be treated as any other individual show pass.

IV. MAINTENANCE

A. This section contains a complete listing of all essential servicing and ground support equipment (GSE) required by the Blue Angels' F/A-18 aircraft. The supply items (i.e. jet fuel, smoke oil etc.) should be ordered well in advance. To ensure a smooth evolution please require your maintenance representative to contact the Blue Angels Maintenance Officer no later than Fat Albert's arrival, and earlier if circumstances warrant.

1. MAINTENANCE REQUIREMENTS: During initial contact, the Blue Angels Assistant Events Coordinator will require a precise list of supplies and GSE equipment that you cannot furnish. These items will have to be ordered and delivered from a nearby military installation by the air show. In this case, the air show shall pay the per diem expenses of personnel transporting this equipment. After these arrangements have been made, you must mail a check to the command that will supply the equipment. In most cases, Commanding Officers will not release equipment until checks have been received. **All items dedicated to the Blue Angels must be staged in the maintenance hangar and available for inspection upon the Narrator's arrival (normally Wednesday of show week).** These items will be operationally checked by the Narrator's Crew Chief (#7CC).

Squadron equipment and road boxes must be unloaded and stored in a secure building or hangar. The hangar must be convenient to the aircraft, but away from the crowd, to prevent maintenance vehicles from driving through spectators to get needed parts or equipment during the air show.

a. The following table describes required maintenance equipment needed for a Blue Angels demonstration at your showsite:

| <u>Number of Units:</u> | <u>Description:</u> | <u>Additional Information:</u> |
|--|---|--|
| 3 each - Primary - Secondary - Air Force | A/S32A-42 TA-75 or JG-75 MD-1 4x4 | A/C TOW TRACTOR used to position A/C. |
| 3 each - Primary - Secondary - Air Force | ALLBAR used only with A/S32A-42 tractor Universal NT-4 used only with TA-75 or JG-75 MD-1 | TOW BARS must be at least twenty (20) feet in length. Used to position A/C. |
| 1 each - Primary - Secondary - Air Force | AHT-64 OR AM27T-5 MJ2 or MJ3 Diesel suitable only. (MIL PRF- 83282) A/M27-2A, MJ2, MJ3 | HYDRAULIC TEST STANDS. Should produce 3000 psi with variable flow. Used to test retraction of landing gear. Fittings: 12 – Pressure ; 14 - Return |
| 1 each - Primary - Secondary - Air Force | A/M47A-4 GTC-85 A/M-32A-95, A/M-32A-60, MA-1A | AIR START UNIT. A/C sometimes require an air start in case of APU failure. |
| 3 each - Primary - Secondary - Air Force | NC-10C, /NC-8A A/M 32A-108 A/M 32A-86, A/M 32A-60 | ELECTRIC START UNITS - Units must have 3 Phase, 115 VAC, 400-cycle capability. |

Note: All sites require a standard military forklift rated at 10,000 lbs to on/off load (463L) U.S. Air Force pallets. Aircraft and load dimensions limit the size forklift that can be used to load/unload the C-130. The forks need to be a minimum of 60" long and able to spread to a width of 48". Fork extensions will not work! The forklift boom must not exceed 10' in height with the forks raised 6' off the ground. The forklift should have pneumatic tires; solid wheels are unacceptable for show line use. Forklifts designed for lifting only wooden warehouse pallets are not capable of handling the C-130 load. A forklift operator will not be required. Only Blue Angel personnel are authorized to operate forklifts while loading/unloading and moving Blue Angel equipment.

| | | |
|--------|----------|--|
| 2 each | Forklift | FORK-LIFT must have 10,000 pound, three stage lift capacity, used to move available smoke oil drums, equipment, and C-130 airline cargo pallets. The other forklift must have 5,000 pound, three-stage lift capacity. This is used for the transportation and loading of the JATO bottles. |
| 1 set | Chocks | Needed for #7's arrival. |

| | | |
|--------------------|-------------------|--|
| 2 each - Primary | | TMU-2, TMU-70, or type-4 LOX SERVICING CART. LOX Lowboy cart must be full in order. TMU-27 must have a minimum 6' servicing hose for C-130. |
| 1 each - Primary | A/M26U-4 NAN-4 | NITROGEN SERVICING CART. Used to service A/C tires. Must be a high pressure cart. (Minimum 3000 PSI) |
| - Air Force | NGC-15-TM | |
| 2 each - Primary | NF-2 A/M42M-2 | MOBILE LIGHT AND POWER CART. Used for night maintenance. Must be portable in order to expedite movement to remote locations. Must have regular 120 volt, 60 Hz outlets. |
| - Secondary | Civilian service | |
| - Air Force | FL-1D | |
| 5 gallons | Unleaded gas | UNLEADED GAS is used for our portable generators. (For remote show-sites, we require (2) 2 1/2 gallon containers). |
| 50 pounds | Crushed ice | CRUSHED ICE is used to replenish water coolers each day. |
| 15 gallons | Bottled water | BOTTLED WATER is used to replenish water coolers each day. ICE & WATER MUST BE DELIVERED TO THE HANGAR BY 0700 EACH DAY |
| 1 each - Primary | B-1 | 10' high maintenance platform. |
| - Secondary | B-2 | |
| 15,000 Square Feet | Hangar space | HANGAR SPACE is used for maintenance and foul/cold weather storage of our jets. Hangar space must be dedicated for exclusive Blue Angel use. |
| 3 each | Airfield Radio | Must be able to receive local airfield frequencies to include ground and tower at a minimum. Only necessary if crew will cross active runways / taxiways. |

NOTE: Types of smoke oil: Canopus 19, Canopus 13, Shell Carnea E-15, Shell Carnea W-15, Shell Carnea 22 (Aero-Shell Smoke Oil), Vitrea 13, Vitrea 22, Conoco Turbine Oil 32, Chevron Handy Oil (ISO 15), Delta 1280, Engine Oil 1010, American Oil Rayco 460, 48, 481C, PQ Turbo 10, Regal R&O 32 Grade, 76 Turbine 32. The military stock number for 1010 oil is NSN 9150-00-231-6676 and the military specification number is MIL-L-6081. If you have any questions on smoke oil, contact the numbers below.

Shell: 1-888-Go-Shell or 1-713-241-6161

Chevron/Texaco: 1-800-582-3835 or 1-925-842-1000

2. SMOKE OIL (55 GALLON DRUM) REQUIREMENTS:

WEEKEND SHOW (Thursday thru Sunday) - 20

SATURDAY SHOW ONLY (Thursday thru Saturday) -13

SUNDAY SHOW ONLY (Friday thru Sunday)- 13

REMOTE SHOW - 30

WEST COAST OR IN CONJUNCTION WITH A LONG TRIP/LITHO FLIGHT – 30

Smoke Oil - **The air show is required to pay for all smoke oil.** Primary Grade 1010/1005 SMOKE OIL drums must be placed on pallets (2 - 4 per pallet) and positioned near the Blue Angels C-130. **Only full, unopened containers are acceptable.**

3. All maintenance support equipment must be in place prior to #7's arrival at your showsite. The above listed equipment must be dedicated for exclusive use by the Blue Angels from C-130 arrival until C-130 departure.

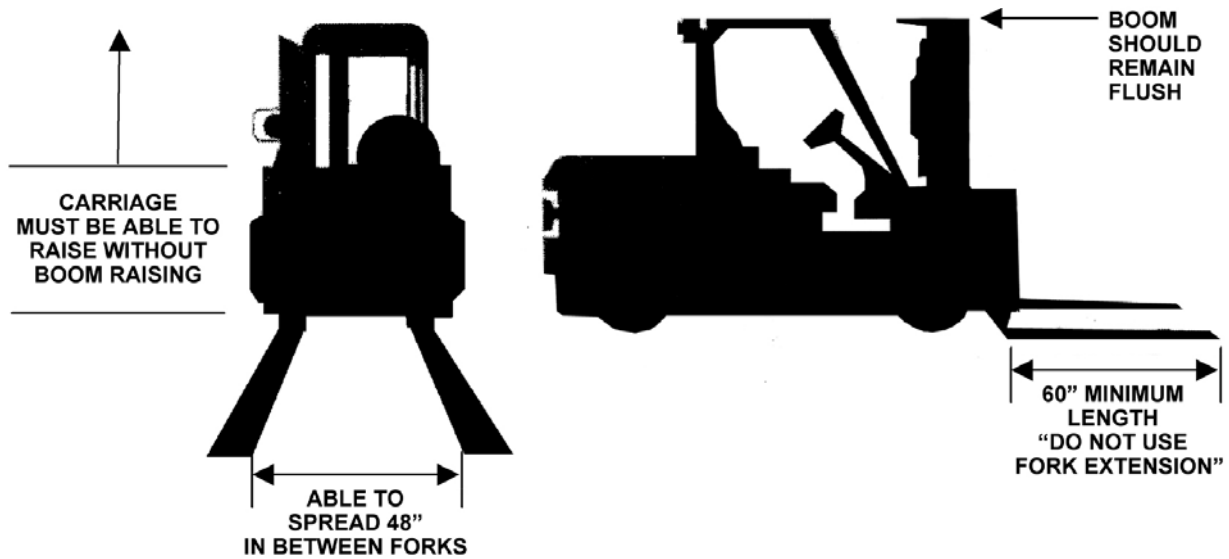
4. Show site must provide a place for maintenance team to dispose of hazardous waste, i.e.:

Engine oil (MIL-L-23699), NSN 9150-00-985-7099

Hydraulic fluid (MIL-L-83282C), NSN 9150-00-009-7709

Aircraft fuel (JP-5, JP-4 or equivalent)

FORKLIFT REQUIREMENTS



1. The Blue Angels' C-130 is configured with standard Air Force pallets (463L). Dimensions are 108 inches by 88 inches (9 ft x 7 ft). The typical 6,000 lb warehouse forklift is not designed to support these pallets.

2. The air show host airfield must supply a forklift (standard military, if able) rated at least 10,000 lbs. Aircraft and load dimensions limit the size of forklift that can be used to load/unload the C-130. The forks need to be a minimum of 60 inches (5ft) long, without adding extensions, and able to spread to a width of 48 inches (4ft measured) between inside of fork edges. The forklift boom must not exceed 10 ft in height with the forks raised 6 ft off the ground (see illustration for reference). Furthermore, the forklift should have pneumatic tires; solid wheels are unacceptable for flight line use. Forklifts designed for lifting only wooden warehouse pallets are not capable of handling the C-130 load.

3. Only Blue Angel personnel are authorized to operate forklifts while loading/unloading and moving Blue Angel equipment.

4. With your cooperation, we can ensure a safe and expedient on/off load that will help us present a quality Blue Angel performance.

V. OPERATIONS

A. This chapter discusses the operational requirements for a Blue Angels air show. Any time the Blue Angels are flying, it should be considered an air show. Show line requirements, spectator containment, aircraft parking, FAA Waivers, road and airfield closures are the same on Thursdays and Fridays as they are on show weekend. **Any time a Blue Angel jet is flying at your site you should assume it will be aerobatic and must be covered by the waiver.**

1. OPERATIONAL REQUIREMENTS:

a. **CIVILIAN DEMONSTRATION FEES:** A check for \$6,000 per air show day must be forwarded to the Events Coordinator at least four weeks prior to the team's arrival day. The check must be payable to **The Treasurer of the United States**. We recommend forwarding your demonstration fees by registered mail. The Narrator cannot depart for your show site without receipt of your demonstration fees. **Do not advertise practice days as show days.** This is in the show's interest primarily due to the teams' practice and proficiency needs. Practices may be altered or cancelled depending on these requirements.

b. **SURFACE COMPOSITION:** Runways, taxiways, and the ramp must be able to support the F/A-18 (maximum weight of 35,000 pounds on single wheel type landing gear, weight bearing 200 PSI) and the C-130 support aircraft (maximum weight of 155,000 pounds on single tandem type landing gear, weight bearing 80 PSI with ESWL of 28,000 pounds). Park the C-130 on concrete if possible.

c. **SHOW LINE / SPECTATOR AREA / SHOW PARKING:** The show line is an absolute straight path over the ground that the demonstration pilots will use as the primary reference for performing their maneuvers. The most desirable show line is the **inboard / outboard edge** of a runway. **One full size white semi-trailer** will be required as a marker for the show center point along the designated show line. Place marker vehicle in a straight line exactly perpendicular to the runway at 50 feet from the inboard edge of the show line if the distance to the crowd is greater than 1200', and outboard if the distance is exactly 1200'. The use of multiple smaller vehicles, such as snowplows or de-icers, to equal the size of a white semi-trailer is not acceptable. A white semi-trailer (even with a company's logo on the side) is easiest for the pilots to see from distances as great as 5 miles.

1. If the show line is not an existing runway, an artificial show line must be constructed. Not just an imaginary line over the ground, it must be clearly visible from 200 feet above the ground at three nautical miles from center point. **A 5000' by 40' strip composed of white farmers plastic, placed as close as possible and preferably parallel to an existing runway, is the best example of an artificial show line.** Other materials have been used for constructing this line. Ask the Blue Angels Events Coordinator if you plan to use anything other than the white plastic. Please use a surveyor to ensure that these artificial lines are perfectly straight. In all cases where you cannot use a runway as a show line, contact the Blue Angels Events Coordinator prior to the winter visit. **You must have an artificial show line concept established prior to your winter visit. This is mandatory, so the FAA can approve the site and all questions can be answered during the winter visit.** The artificial show line must be in place prior to the arrival of the Blue Angels Narrator on show week. The Narrator will visually check the show line from the air upon arrival. Discrepancies found by the Narrator must be corrected to his specifications on the day of his arrival. Vehicles used to mark center point must be mobile. Drivers and keys must be available upon Narrator's arrival and during the team's circle maneuvers. Ensure communication can be established with the driver and the Narrator at the Blue Angels communication cart at all times. The Blue Angels cannot proceed to an air show site until the show line requirements are met. (Detailed instructions for constructing an artificial show line are contained in Enclosure (2).

2. Crowd restraint fencing needs to be constructed parallel to the show line establishing a spectator area (see Enclosure (2)). The crowd line must restrain spectators as well as FOD (i.e. trash) with a physical barrier, and be in place **prior to the Friday practice demonstration. An acceptable crowd barrier is snow fence, plastic or wooden. Rope or "police tape" is NOT an acceptable barrier.** Friday commences the need for security personnel to be posted at regular intervals along the crowd barrier to ensure spectator and FOD control.

3. The spectator area should offer an unobstructed view of the show line in both directions. Trees, buildings, or aircraft (large or small) should not obscure the setup for our maneuvers along the show line. Our safety observers, video crew, and field control personnel are all staged in front of the crowd line at show center. **Moveable objects such as aircraft or vehicles must be positioned behind the crowd line and remain stationary.** This must be done before the team's circle maneuvers and remain throughout the demonstration weekend. It is imperative that all other performers and other moveable vehicles and structures are out of the aerobatic box prior to the Blue Angels demonstration.

4. During our portion of the show, other performers will need to park behind the crowd in order to maintain taxi clearance for our jets and to sterilize the area in front of our ground operations unit (Comm Cart). Also essential is clearance for our videographers to record each performance.

5. Over water demonstrations are the most difficult air shows to organize and fly. The visibility, accuracy, and stability of the show line remain an absolute requirement. **Diagrams should consist of an approved waterway chart using surveyed, moored buoys as semi-permanent attachment points for two large white vessels.** An optimal vessel is approximately 100 – 130 feet in length with a vertical mast height less than 40 feet (U.S. Coast Guard Buoy Tender or Cutter). Use the largest vessel at center point and the second largest vessel moored 2,500 feet to the right, as the crowd right marker. **Please notify the Blue Angel Events Office 60 days prior to the show with size of both boats for approval.** The boats act as an artificial show line. An aerobatic box 1,500 feet outboard of the boats extending one mile left and right of center point, and minimum of 1,200 feet inboard to the shoreline or spectator area must be kept clear of all boats and swimmers. The U.S. Coast Guard and local marine police activities are invaluable in constructing, surveying, buoy positioning, and securing water show lines. Finally, marine band VHF radio and a Coast Guard representative must be available during all flights over the water. Shore-to-vessel communications control positioning corrections and convey security breaches of the area. Communication between the boats and our communication cart is critical to the success of the show. A means in which to communicate with the boats must be provided each day. **For safety reasons, the demonstration will be cancelled if water show lines are not clear of unauthorized boating traffic and spectators 30 minutes prior to scheduled takeoff.** Please plan on the narrator conducting a survey flight via helo to check out the centerpoint and crowd right boats' positioning and adjust them as needed. This helo flight needs to be set up by the air show and communication between the narrator (in the helo) and the boats need to be established. Both boats should be in position prior to the Narrator's flight to set the vessels.

6. When a performance is remote from the airfield where the team is operating, the center point show support crew must be transported to show center. Please make transportation arrangements for approximately 8 team members from the airfield or hotel to show center and back for all practices and performances. Helicopter or vehicles with police escort are expedient ways of moving these people.

d. IF OPERATING FROM AN UNCONTROLLED AIRFIELD (I.E. NO TOWER): The Air Boss must be present and ready for air operations during all Blue Angel Events, including Thursday circle maneuvers.

e. BRIEF ROOM: The Blue Angels require a brief room that is **secluded, air conditioned, equipped with a telephone, copy and fax machines, computer (with internet access) and printer, napkins/paper towels, access to restrooms, two large trash cans, and designated for Blue Angels use only.** This room should be set-up in a conference style seating arrangement (ten chairs around a long table). There should also be seating for at least 15 personnel around the perimeter of the room. Two keys must be provided to the Narrator upon arrival. Please ensure the Briefing room is in a quiet location where the general public does not have access. If there is an intercom system in the room, please turn it off. **For remote shows, an additional conference style debriefing room is typically required at the hotel. If required, this room should be reserved for all week access.**

f. AIRCRAFT SECURITY: A roving security force is required 24 hours a day to protect all Blue Angels aircraft. The air show is responsible for providing security. We require security for the entire period our aircraft remain at the show site beginning upon arrival of the #7 jet. For long trips, we may need security for up to 8 days.

1. One security guard may be required from the time the Narrator lands and must stand a 24-hour watch around the #7 jet, depending on ramp logistics. At military show sites, normal ramp security is sufficient.

2. When the Team arrives, roving ramp security will be required to guard all Blue Angels aircraft (24-hours a day) throughout our stay. An additional guard is required for the C-130 if it is remotely parked. **At military show-sites, normal ramp security is sufficient.**

3. A securable location, accessible to team members only, must be available for maintenance equipment. If not available, one security guard will be required to protect equipment (24 hours a day) throughout our stay.

4. Under no circumstances will people or groups be allowed to loiter or take pictures in front of aircraft without a Blue Angel team member escorting them.

g. SPECTATORS SECURITY: Provisions must be made to prevent spectators from approaching the aircraft prior to and following all flight demonstrations and practice flights. Integrity of the spectator line, including VIP seating areas, is essential to the safe operation of your show.

1. **The recommended crowd barrier is snow fence, plastic or wooden.** Snow fence not only restrains people behind the FAA crowd line but also prevents trash produced by the crowd from blowing onto the field.

2. Crowd line security at the completion of a practice or demonstration is a major recurring problem. Security personnel along the crowd barrier are essential, especially during autograph sessions. One additional security escort per pilot is requested during autograph sessions (nine total). A member from our Public Affairs Office will brief them on procedures and courtesies. These escorts are in addition to personnel required to maintain the crowd line.

h. PERFORMANCE SECURITY: During our scheduled performance, show line integrity is mandatory. All airport and security vehicles will refrain from crossing in front of the crowd during our performances for safety reasons (**crash and fuel trucks included**). All non-Blue Angel vehicles and aircraft movement in front of the crowd shall stop. No other aircraft should turn-up, take-off, or tow in front of the crowd while our practice and/or demonstration is in progress.

Also for safety reasons, all non-essential personnel shall stay clear of the area where our communications cart is set-up. **Only squadron personnel will be allowed within a 30-foot radius around the cart.** Be prepared to supply rope and stanchions to erect a secure area around the Blue Angels communications cart if requested. Movement and parking of vehicles and/or equipment in front of the crowdline is restricted so that safety observers and video technicians may have an unobstructed view of the flight demonstration area. Provisions must be made to relocate other aircraft, equipment, and vehicles used during the show prior to the Blue Angels walkdown, and for the duration of the Blue Angel performance.

i. AIRCRAFT PARKING PLAN: Please carefully adhere to the dimensions set forth in the parking diagram in Appendix J. During the air show, all efforts should be made to park our aircraft directly in front of the central focal point of your crowd area.

1. The Narrator, in aircraft #7, will arrive one day prior to our six demonstration jets and the C-130. Park the #7 jet in a secured area, but convenient for media flights (the afternoon of his arrival in most cases - usually in the vicinity of Base Operations).

2. On Team arrival day (normally Thursday), the Blue Angels C-130 Hercules support aircraft will land about one hour prior to the six demonstration jets. It should be parked as close as possible to our designated maintenance hangar. This will facilitate the unloading of our support equipment and supplies. No light civilian aircraft may be parked within 500' of the C-130 parking area due to the force of the C-130's propwash. Once all support equipment and supplies have been unloaded, the C-130 can be repositioned to the Jet Assisted Take-Off (JATO) loading area if necessary.

3. If the Blue Angels are parked in front of the crowd during show days, please ensure that all other performers park behind the crowdline during our portion of the show (from walkdown to walkback). This will preserve taxi requirements for our jets, line-of-sight for our safety observers at Comm Cart, and clear lanes for filming by our video crew.

4. Confirmation of your parking plan arrangements and any related problems should be coordinated with the Events Coordinator 90 days in advance of the team's arrival.

j. CIVILIAN POLICE ESCORT: The escort, at a minimum, should consist of 4 - 6 vehicles, preferably motorcycles. The escort should meet the Narrator at the hotel 30 minutes prior to the scheduled caravan departure time for the show site on official air show days. Submit the name and phone number for a point of contact for the department or agency providing the escort to the Assistant Events Coordinator no later than 90 days prior to our arrival. Do not expect military people to perform this duty because their jurisdiction does not extend beyond military property. Police escorts are needed to avoid undue delays in arriving at a demonstration site on show day. If large crowds are expected to delay departures from the show site, a police escort may be required to escort the pilots back to the hotel so that they can make their evening commitments. If your show site has limited access, please be prepared to supply our maintenance team with a police escort. When required, a smaller caravan may be requested for the maintenance crew.

Police escorts are strongly encouraged to block all intersections for caravan safety. The police force providing the escort should have a representative at the Narrator's Arrival meeting for coordination.

k. CRASH CREW - SEARCH AND RESCUE CAPABILITY: Adequate crash and rescue equipment must be available during arrival day and during all performances by the Blue Angels. Crash and rescue vehicles need not stand any heightened alert position during our demonstrations. Normal positioning, behind the crowd is sufficient. Fire trucks should never be in a position where they might be confused as a center point marker. Before the Narrator arrives for the show, ensure that airport personnel are familiar with the procedures listed in the Support Manual.

We require an on-scene military search and rescue (SAR) helicopter or civilian ambulance helicopter. The Coast Guard or a nearby military installation can assist you with this requirement. Blue Angels personnel will conduct one crash and rescue brief, usually Wednesday or Thursday afternoon. This should be arranged through the Narrator upon his arrival Wednesday. SAR helicopters may not take off during any flights by the Blue Angels unless an

emergency arises. In an emergency, coordinate take-off of the SAR helicopter with tower and our communication cart. An ambulance shall also be on-site during all practices and demonstrations with qualified personnel and an Emergency Medical Technician.

l. **ARRESTING GEAR:** **Arresting gear for the F/A-18 must be located at or within 80 nautical miles of a normal show site at or within 60 nautical miles for a remote site.** Gear must be available for an approach and arrestment (BAK-12, 14, E-28). **If this requirement cannot be met, mobile arresting gear must be installed at the show site.** If mobile gear is to be used, all costs associated with the installation must be handled by the air show. Contact the Events Coordinator's office for further information concerning mobile arresting gear. Mobile arresting gear will be checked by #7 on his arrival day. Media riders are prohibited from being in the jet during the arresting gear test.

m. **PYROTECHNIC DEMONSTRATIONS:** "A wall of fire." In planning these demonstrations, have the fire department survey the area behind the 6 jets, ensuring a minimum of 500' clearance behind the jets with a fire break between the parking area and the pyrotechnic demonstration. The air show should plan a FOD sweep after the pyro is expended, but before our demonstration. Please contact the Events office 60 - 90 days prior to show if a pyrotechnic/fireworks display will take place.

n. **NARRATION STAND:** The Blue Angels Narrator and Events Coordinator will narrate all Blue Angels flight demonstrations and practices from a visible point either in front of the crowd or from an existing narration stand. During these narrations, we require **all other personnel to vacate the narration stand or surrounding area.** If the Narration, Sound System, and/or Air Boss stand(s) are elevated more than 10 feet, we request they be positioned greater than 150 yards laterally from behind the Comm Cart in order to preserve line-of-sight for our safety observers and videographers.

o. **NARRATOR'S BRIEF:** The Blue Angels send their Narrator and his Crew Chief in aircraft #7 (a two-seat F/A-18B Hornet) to your show site **one day ahead** of the team. They will provide necessary advance coordination for support of the squadron's visit. Upon his arrival, the Narrator will conduct a meeting with the following people:

1. Air Show Coordinator
2. Blue Angels Liaison
3. FAA Monitor
4. Maintenance Support Point of Contact
5. Security Chief
6. Crash Crew Chief
7. Publicity Coordinator
8. Airfield Manager/Operations Officer
9. U.S. Coast Guard Representative (If applicable)
10. Hotel/Motel Manager(s)
11. Civilian Police Escort
12. Medical Point of Contact
13. Navy Recruiting District CO Rep/Local Recruiters
14. Marine Corps Recruiting Representative
15. Airfield Tower Supervisor
16. Fuel Point of Contact
17. Transportation Point of Contact

This meeting will provide committee members with a general overview of the Blue Angels' schedule and enable the Narrator to identify specific problems remaining prior to the team's arrival. Hold this meeting in the same room the Blue Angels will use for briefing purposes during our stay. **Please provide the Narrator with the following items at the meeting:**

1. A copy of the complete air show schedule of events/timeline, including practice days.
2. Obstruction brief of all buildings and towers above 150 feet AGL within five nautical miles of show center point, (Appendix S).
3. Twenty copies of the air show program and posters. These may be shipped to the Events Office prior to arrival.
4. Two keys to the briefing room.
5. Any passes required for social engagements.
6. Schedule of deconflicted commercial arrivals & departure.
7. Keys or codes to any required access point/building.
8. Local area maps.
9. If required, 3 VHF radios channelized to ground, tower, and Air Boss frequencies.
10. Full description of all social commits, to include VIPs, food/beverage descriptions, protocol for presentations to include introductions of the Commanding Officer, and who will be accepting Lithographs (if required).

VI. C-130 DEMONSTRATION / JET ASSISTED TAKE-OFF (JATO)

A. The Navy Flight Demonstration Squadron C-130 support aircraft "Fat Albert" will perform a Jet Assisted Take-Off (JATO) demonstration at select airshows throughout the season. Otherwise, Fat Albert will fly a non-JATO flight demonstration which is comprised of the same maneuvers, but without the rocket ignition on take-off. If a JATO demonstration is offered for your air show, please provide the information requested in the JATO checklist (Appendix G) which is included in the back of this manual for your convenience. Due to a national shortage of JATO bottles, JATO demonstrations will be limited to select show sites and normally limited to Saturday performances where a larger audience traditionally attends.

1. C-130 LOGISTICS: The C-130 demonstration shall be added to the beginning of the FAA waiver under which the jet demonstration team performs (we normally request a 1500 start time). The scheduled take-off time shall be 10 minutes prior to walk down by the jet demonstration pilots. This schedule ensures that the C-130 is performing while the airspace is controlled by our own personnel.

a. The support gear onboard the C-130 must be removed prior to the demonstration. Therefore, a secure storage area in close proximity to the jet aircraft must be provided. This storage area must allow easy access to the support gear by our maintenance personnel without driving through the spectator area. Two keys to the secure area shall be made available to the Narrator upon his arrival.

b. In addition to the support gear storage area, an additional storage area for Class B explosives (JATO bottles and igniters) must be provided. The location does not have to be on the airfield, but in close proximity.

c. Handling, storage and transportation are of primary concern. JATO bottles and igniters will normally be delivered by Navy Supply to the air show site prior to the show weekend. The bottles and igniters must not come in contact with water and thus need to be stored in a dry location. Additionally, regulations require that the bottles and igniters be stored in separate areas of the storage building. When transporting the bottles and igniters, they must continue to be separated as well as they must be secured and not allowed to move about freely. Finally, the bottles and the igniters must be in position for loading **2 hours** prior to the scheduled take-off time. This ensures the necessary time to complete inspections on the bottles and igniters.

d. Explosive ordnance personnel must be available before the bottles are loaded. Their purpose is to aid in disarming the bottles if for some reason the JATO shot is aborted after arming is completed.

e. The C-130 must be located in an area that allows loading of Class B explosives and provides 600 feet aft and 150 feet around the remainder of the aircraft of clear space for loading the JATO bottles. Under no circumstances will anyone be permitted behind the aircraft within 600 feet after the JATO bottles are loaded. The loading and arming of JATO bottles will be by Blue Angel personnel only.

f. Once the bottles are loaded, a clear taxi path needs to be available to the runway without exposing the rear of the aircraft to spectators.

g. Following the completion of a Friday and Saturday demonstrations the C-130 will normally park in the same location where loading took place in order to disarm and download the bottles. However, upon completion of a Sunday JATO demonstration the C-130 will park at arrival parking in order to facilitate an expeditious loading and departure.

h. On the final demonstration day a fuel truck will be needed immediately following the demonstration. The C-130, following the JATO demonstration, will move to the location where the maintenance support gear is stored to facilitate loading and fueling. Please note this takes planning to ensure the C-130 can taxi back to the storage facility.

i. The air show will be responsible for the disposal of expended JATO bottles.

j. The air show coordinator must supply an address to the Assistant Events Coordinator for the JATO bottles and igniters 90 days prior to the air show, per the JATO checklist in Appendix (G).

2. THE PERFORMANCE: The Fat Albert flight demonstration will last approximately 10 minutes for either JATO or non-JATO profiles. The aircraft will be positioned to lift off at center point. A 45-degree nose up attitude will be maintained for 11 seconds, after which level off will be initiated. The C-130 will perform a reversal turn and set up for a parade pass at 200', 60° angle-of-bank, 500' from the spectators. After another reversal turn, Fat Albert will perform a flat pass at 100' AGL, 500' from the spectators. This will be followed by a minimum radius turn to set up for a head on

to the crowd. The C-130 demonstration will conclude with a rapid descent to a maximum effort landing.

3. For JATO performances, any specific technical questions regarding shipment, storage, etc should be addressed to Mr. Tony Kruszewski, NAS Pensacola Station Weapons. Phone: (850) 452-2658 / DSN 922-2658.

* **NOTE:** A fire truck shall be available and ready to respond following the C-130 after take-off roll to extinguish possible grass fires. The fire truck will be cleared to the fire by the Blue Angel tower representative once he/she has ensured it is safe to do so. The EOD team should be available during the performance in the event that a JATO bottle misfires.

VII. FEDERAL AVIATION ADMINISTRATION WAIVER

A. FAA waivers are required any time aerobatic flight, low level flight, or a JATO demonstration is scheduled. Circle maneuvers, practice air shows, official air shows, and takeoff maneuvers at the host airfield (if your show is flown from a remote location) all require FAA coordination. The FAA waiver request will be approved within 30 days if the procedures outlined below are followed:

1. Initiate your waiver request in triplicate through the nearest Flight Standards District Office (FSDO), on standard FAA Form 7711-2 (Application for Certificate of Waiver of Authorization) **not later than 90 days prior to the air show** (See Appendix I).

2. Requests for FAA Waivers for circle maneuvers, practice shows, official air shows and JATO demonstrations may be combined on the same request form.

3. Complete items 1 through 15 of the request form and affix your signature. If you have any questions concerning the waiver request, contact your local FAA office or the Blue Angels Assistant Events Coordinator. Be sure to include a map or diagram of your desired air show operational area with the request. **A FIVE-NAUTICAL-MILE RADIUS FROM THE SHOW CENTER POINT (NOT THE CENTER OF THE AIRFIELD), SURFACE TO 15,000 FEET AGL IS THE REQUIRED AIRSPACE. AT AIRFIELDS ABOVE 4000' MSL, A SEVEN-NAUTICAL-MILE CIRCLE AROUND CENTER POINT IS NECESSARY DUE TO DENSITY ALTITUDE VARIANTS.** All airfields within this area must be temporarily closed during our operations. We recommend informing all airport facilities within a 15 NM radius of the upcoming event/TFR for safety reasons. Specific Federal Aviation Regulations (FARs) which need to be waived are 91.117 (a) (b), 91.119 (b) (c), 91.303 (c) (d) and (e).

Your field and required roads must be closed for the total time issued on the waiver for circle day, practice day, and the demonstrations. At joint use or commercial airfields this closure policy is still enforced. **Commercial or joint use airfield schedules, which cannot accommodate this closure policy, will ultimately cause cancellation of the demonstration.** It is absolutely imperative that **any** commercial air schedules be deconflicted with Blue Angel performances, circle maneuvers, and practice times. To help facilitate this, the Events office **requires** a copy of all scheduled commercial airline arrivals and departures during our practice and show days **no later than 30 days prior to the air show, with updates as applicable.** If you anticipate any conflicts, contact the Blue Angels Events Coordinator immediately.

4. CONGESTED AREA: Include an additional provision that states:

a. The Blue Angels are cleared down to 500' AGL within the entire show area and that it all be designated as a congested area.

b. The Blue Angels are cleared down to 200' AGL out to 3NM from center point on approved ingress/egress lines.

5. Following coordination with the Blue Angels Events Coordinator, the air show is responsible for assigning the time of the official air show, the time of the practice show, and the time of the circle maneuvers. Please ensure the times are within the scheduling guidelines outlined in Chapter I.

6. NOTAMS: **The show sponsor is responsible for issuing Notices to Airmen (NOTAMS)** through the local Flight Service Station for all air show waived times (typically Thursday - Sunday). If the performance is at a military base, a civilian NOTAM and military NOTAM must be issued in order to ensure the widest possible dissemination. Ensure that the Temporary Flight Restriction (TFR - as described on page 5) is included. We recommend issuing the TFR/NOTAM as early as possible for the best possible dissemination.

7. The NOTAM should read: "FLIGHT RESTRICTIONS _____ (LOCATION/NAME OF AIRSHOW): EFFECTIVE _____ - _____ (LOCAL TIMES). DLY _____ (DAY OF WEEK/DDD/MMM/YYYY) UNTIL _____ (DAY OF WEEK/DDD/MMM/YYYY). PURSUANT TO CFR SECTION 91.137A(3), TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 5 NAUTICAL MILE RADIUS OF SHOWCENTER _____ / _____ (LAT/LONG) SURFACE TO 15000 FEET AGL. _____ (LOCATION) APPROACH CONTROL, TELEPHONE ____-____-____, IS IN CHARGE OF THE OPERATION. _____ (FAA COORD FACILITY), TELEPHONE ____-____-____, IS THE FAA COORDINATION FACILITY. WIE UFN."

8. AIR TRAFFIC CONTROL TOWER: During Blue Angels waived airspace periods, a Blue Angel officer will be present to help request and coordinate the handover of airspace to the Maintenance Officer at the communications cart. The tower must relinquish control before the team will begin a practice or demonstration. UHF/VHF guard is monitored

by the Comm Cart personnel who, in the event of an emergency, will notify the flight leader and the aircraft will either hold away from the emergency or land if required. Control of the airfield is returned to the tower following aircraft shutdown and completion of the demonstration pilot's walk-back.

9. NOISE COMPLAINTS: Air shows should expect to receive noise complaints during Blue Angels flight operations. **Noise complaints are not the responsibility of the FAA or the Blue Angels, but the air show itself.** Please ensure all interested parties are notified through appropriate air show publicity personnel about Blue Angels flight operations. All noise complaints should be directed to and handled by the air show public relations representative.

10. AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS): In order to ensure the widest dissemination of your airfield's closure, it may prove wise to have local airfields include your field's closure on their local ATIS. This will decrease the number of potential airspace violations by small VFR aircraft and their pilots.

VIII. RECRUITING

A. In our all-volunteer force, the Blue Angel's primary mission is enhancement of Navy and Marine Corps recruiting. The squadron's air shows and public appearances are Navy and Marine Corps awareness tools. The crowds that the Blue Angels draw provide unique opportunities for officer and enlisted recruiters. **The air show sponsor shall coordinate with the local recruiting districts and stations for recruiter support requirements.**

1. **All air show days are dedicated to recruiting.** Note the following requirements:

- a. Show sponsors shall provide **general event tickets** (200 per day) and **reserved seating tickets** (100 per day) to recruiters (**separate from Blue Angel VIP seating**) for all air show days.
- b. Air Show sponsors shall coordinate with recruiting district liaison officer for placement of a recruiting booth/exhibit display (measuring up to 60 feet wide X 80 feet long X 20 feet high) for all air show days. The recruiting exhibit shall be assembled prior to the morning of the first air show date and disassembled on the evening of the last air show. Air Show sponsor and recruiting district officer liaison shall ensure exhibit is in a high traffic area on the flight line and positioned near center point for recruiting purposes.
- c. Recruiting advertisement in every program (provided by USN/USMC recruiting reps). **The details of support for recruiters will be coordinated directly between the air show sponsor and the Recruiting District Liaison Officer.**

2. Recruiters will submit their requests for Blue Angel school visits to the Recruiting Liaison Officer (RLO). The RLO will submit them to the Blue Angels Assistant Events Coordinator and the air show sponsor 60 days prior to the show by filling out Appendix (L). **It is necessary to keep the air show informed of requests to avoid scheduling conflicts.** **Recruiters will confirm final arrangements with the Assistant Events Coordinators two weeks prior to the Narrator's arrival.**

3. Normally only two squadron personnel will be assigned per school visit. Visits to high schools, colleges, trade schools, or other recruiting environments can be scheduled only on Friday mornings, normally between 0830-0930. Private or membership clubs are not acceptable for scheduled visits. **There may be a maximum of four high schools and one hospital visit scheduled. It is imperative that recruiters closely coordinate the details of the Blue Angel visit with the school and hospital administrators.** NOTE: Circumstances may require the officers to be tasked with additional duties and may limit the number of visits (previously scheduled engagement or training flight).

4. Friday morning presentations last approximately one hour and normally consist of:

- a. A brief introduction and opening remarks
- b. 15 minute video
- c. Discussion/question and answer session

5. We will provide the video. It is the school's responsibility to provide a VHS-format VCR or DVD Player, television and microphone (if needed). **Please test the equipment prior to the presentation. Please take the size of the audience into account when planning audio/visual equipment needs.** We discourage media accompanying squadron members during hospital tours. Hospital visits and other community relation events normally consist of room-to-room visits. We are not able to show videos in each hospital room, only handouts will be used.

6. Since the squadron is not familiar with the area, assign a local recruiter or member of your committee to provide transportation and escort for squadron members to and from each scheduled appearance. The escort must be very familiar with the route to/from the school, hospital, etc., and consider local traffic patterns when determining departure times. **When the Blue Angels / recruiters arrive late at a commitment, it reflects poorly on the Navy and Marine Corps.**

7. **Morning commitments shall be scheduled so the team members are picked up from the hotel lobby at 0800 with no more than a 25-minute drive from the hotel. Please ensure check in and transit time at the school is taken into account so the event can begin on time. No Blue Angel visits can be committed to or confirmed without prior coordination and approval from the Blue Angels Events Coordinator. The visits need to be scheduled from 0830 - 0930 on Fridays. If the bell schedule does not coincide with these times, please contact the Events Office to negotiate a reasonable time.**

8. Our Flight Surgeon is available to discuss Navy medicine and the Navy Flight Surgeon Program with undergraduate medical students and nurse or physician prospects. Visits are scheduled Friday mornings.

IX. PUBLICITY

A. Preparations and arrangements for pre-show publicity (TV interviews, radio interviews, public speaking engagements, advertising, etc.) should be discussed with the Public Affairs Officer at least **two months** prior to the scheduled air show.

1. AIR SHOW PUBLICITY: The Blue Angels Public Affairs Office will mail publicity materials to you in advance of your air show date. Media information kits are designed to help you meet the needs of the different types of media in your area. Media kits are normally printed and photos reproduced around late February and distributed to show sites shortly thereafter. Each show site Publicity Coordinator will receive one media kit and one PR tape. **These are the only publicity materials a site will receive and must be duplicated by the show's publicity coordinator for local media representatives.**

a. Blue Angels media information kits contain a CD-Rom with fact sheets, officer biographies, high resolution jpeg images, color prints of Blue Angel images, Beta SP b-roll footage for producing promotion spots, and for use during newscasts. Media representatives desiring facts, figures, detailed background, historic quotes, etc. beyond the scope of the media kit should check our official website at www.blueangels.navy.mil.

2. KEY-INFLUENCER (KI) FLIGHTS: To meet it's focus in recruiting programs, the Navy has adopted a new policy (2008) on rides given to civilians at each of our scheduled sites. This program has moved from a media-centric focus where members of the press were flown to garner publicity, to a focus centered on building long-term relationships in communities where we perform. These flights in the #7 jet are approved by the Chief of Naval Air Training (CNATRA) to support Navy and Marine Corps Recruiting. Three primary and three alternate nominations will normally be accepted from the Recruiting District Commanding Officer by the CNATRA Public Affairs Officer. Questions about this program should be directed to the CNATRA PAO at 361-961-3666 (LtJG Brett Dawson – brett.dawson@navy.mil).

a. Navy Recruiting Districts (NRDs) should note, a maximum of three flights may be flown in connection with our flight demonstrations at any show site. Only two flights may be flown if the Narrator's flight time to the show site exceeds two hours. If a flight is cancelled due to weather, aircraft availability, etc., it may not be rescheduled.

b. All riders must be a legitimate "influencer" as defined by Commander, Naval Recruiting Command (CNRC) and CNATRA. Elected officials, freelance reporters and photographers will not normally be considered. Because this is a uniquely visual experience, Recruiting Districts might also consider choosing individuals with the ability to bring media interest to the Navy and Marine Corps. Please note that all Recruiting District submissions will be screened for approval at the **Flag level**, so we suggest a determined effort in finding the most suitable candidates.

c. The Navy Recruiting District Public Affairs Officer must liaison with CNATRA Public Affairs at 361-961-3666 prior to submitting the media rider nominations, which are due **60 days** before the event. The Navy Recruiting District must provide the completed list of primary and alternate riders directly to CNATRA Public Affairs.

d. Each alternate corresponds to a like numbered primary rider and may not be substituted for either of the other primary riders (i.e. – Alternate #1 may only fly if Primary #1 does not fly).

e. **Careful attention must be directed toward selecting physically and psychologically qualified representatives to fly in the F/A-18.** The flight will be as physically demanding as any rigorous exercise or sport activity. The ideal rider shall be average size (not to exceed 6' 6" in height), average weight (between 100 and 235 pounds), physically fit and free of all medication and alcohol. Candidates who are pregnant, have a history of high blood pressure, heart trouble, thyroid disorders or any prior neck or back injury will not be approved for flight. Assuming that some "insignificant" medical disorder or illness is within acceptable parameters and will not unnecessarily endanger the rider, then each prospective media representative shall:

1. Be provided a copy of the "Letter from the Flight Surgeon" and the enclosed medical questionnaire (Appendix N).

2. Obtain a routine physical examination from the local physician, at their own expense, to confirm that he/she is in good health without any conditions that would keep him/her from participating.

3. Mail or fax the completed, signed questionnaire along with doctor's confirmation of good health to the local Recruiting District no **later than 60 days prior** to the team's arrival.

4. Forward a copy of the individual's biography with medical questionnaire to the NRD.

f. **Persons who have flown with the Blue Angels or any other demonstration team in the past are not eligible for another flight**, regardless of the type of aircraft the team was using at the time of the previous flight.

g. Flights may be cancelled for weather or maintenance. The #7 pilot (Narrator) will be the final authority on the execution of all KI flights. An aircraft passenger claim waiver is required from each person prior to the flight. The forms will be furnished by our #7 Crew Chief during the preflight briefing.

h. The KI flights will be flown by the Blue Angels Narrator in aircraft #7 and traditionally are scheduled for **1300, 1430 and 1600** take-off times on the day of his arrival. However these times are flexible and should be coordinated early. All three KI riders should be prepared to report to the show site to meet with Blue Angel #7 Crew Chief on the day of #7's arrival two hours prior to the first scheduled flight for the required briefing, and fitting of the flight equipment supplied by the squadron. Please advise riders of the following caveats:

1. Riders should wear clothes that will fit beneath a flight suit, like gym shorts and T-shirt as well as sturdy, hard-sole, low heel shoes, boots, sneakers or steel-toed boots.

2. **Riders must be well-hydrated and rested prior to their flight.** We advise that the riders do not fly on an empty stomach, but instead eat a moderate meal a couple of hours prior to the scheduled flight time, avoiding greasy foods and acidic drinks.

3. **For safety reasons, tape recorders and cameras are not allowed on the flight.** We will provide the rider with a videotape of the flight in mini-DV format.

i. **We request the Show Site** to help us in the execution of these flights by providing a fuel truck and information on an optimum operational area for each KI ride. The operational area should be a minimum of 20 nautical mile surface to 15,000 feet above ground level (AGL). This space is required in order to allow the riders to experience some of the maneuvers the Blue Angel demonstration pilots will fly during the air show. Due to time constraints, three IFR flight plans should be filed for Blue Angel #7. This operating area should be over land, if possible and must be within 50 nautical miles of the show site. The profile includes a high performance climb to approximately ten thousand feet and an 800' AGL overhead "Carrier Break" prior to landing. This often requires pre-coordination and should be done prior to #7's arrival.

3. **MEDIA AVAILABILITY:** Local media representatives will have a chance to conduct one-on-one interviews with Blue Angel pilots. Time and day will be coordinated with the Blue Angels Public Affairs Office. The local Navy Recruiting District public affairs officer and air show publicity director will be responsible for inviting press to this rare opportunity to interview the pilots. All media are encouraged to attend, including those from local colleges and high schools.

a. Weather and other conditions permitting, pilots will meet the media in front of their jets.

b. The air show publicity coordinator is responsible for media access to the field, accreditation procedures and transporting media personnel to the interview location, which will be coordinated by the Blue Angels Public Affairs Officer. A Blue Angels representative will assign each reporter a pilot during the practice demonstration, and will direct them to the appropriate aircraft once the jets are safely shut down.

c. In addition to publicizing the Friday media availability, the air show publicity director and Navy Recruiting District should also be engaged in other opportunities to publicize the Blue Angels, such as:

1. Articles and pictures in local newspapers, magazines, monthly/weekly city entertainment guides. Please ensure all 16 officers are properly included and identified via the media kit provided.

2. Blue Angels guest spots on radio. The squadron will handle interviews with radio stations prior to or during the air show weekend by telephone, schedule permitting. The interviews must first be scheduled with the Blue Angels Public Affairs Officer.

3. Media throughout the weekend (i.e. – Friday morning live TV interviews and weekend interviews) will be coordinated via the Team's Public Affairs Officer. Every attempt will be made to have a Blue Angel available, however, their availability is on a case-by-case basis due to crew rest regulations and schedule.

4. To preserve the media interviews, the air show committee should review other performers' parking areas

and practice flights to ensure that aircraft are not starting or taxiing nearby, interrupting the interviews.

4. **SHOW SITE HANDOUTS:** Following each scheduled air show, the demonstration pilots (#1 – 6), Narrator (#7), Events Coordinator (#8) and a Fat Albert Pilot will spend approximately 20 – 25 minutes at the crowd line answering questions and talking to the crowd.

a. **Handout pamphlets will be distributed to the crowds by at least nine escorts.** A Blue Angels Public Affairs representative will brief escorts. Nominally, the escorts will be uniformed members of the local Navy or Marine Corps Recruiting District. If unavailable, the air show site will provide escorts from and can include Sea Cadets, Civil Air Patrol, base security, etc.

b. **Escorts will not ask for autographs,** their function is to assist air show guests and the pilots during the signing session. After the autograph session, we will gladly invite the escort group for a photograph with the team (on Friday or Saturday).

c. **The air show will also provide separate uniformed security officials near the crowd line** to prevent spectators from crossing the show line or acting inappropriately during the autograph session.

5. **SOCIAL COMMITMENT:** At each show site, the Blue Angels will be available for attendance at one air show sponsored function, normally either Friday or Saturday night. For planning purposes, please schedule one hour for our attendance at this commitment. Ensure the point-of-contact for the event is the person in charge of the itinerary, including speakers, introductions, and gift exchanges. Refer to Appendix (O) for specifics. A standard template for planning that works well for social commitments follows. **Timeline should be addressed with #7 (Narrator) at the arrival meeting:**

- Emcee welcomes attendees
- Emcee introduces sponsors and/or Distinguished Visitors/special guests
- Performers introduced
 - Civilian performers
 - Military performers
 - Military demonstration teams that do introductions of team members and presentations (ex: Army Golden Knights, F-16 Viper Teams, F-15 Teams, etc)
 - Blue Angels
 - Introduce Boss
 - Boss receives the microphone and addresses the crowd
 - Boss introduces the team
 - Exchange of lithograph from Boss and reception of air show gift
 - Boss's closing comments
- Emcee's closing comments

*Note: We request that we go last to allow for all other performers exchange presentations. Upon completion of Boss's remarks, he will conclude with "Team Blue Angel, ready break" and the team will depart from the front of crowd. These words and the departure of the team is a natural time for all attendees to resume mingling. Therefore, having other performers go after us will be difficult to reengage the crowd.

All public appearances for either the Blue Angels officers or enlisted personnel will be coordinated with the Blue Angels Events Coordinator. Information concerning public appearances must be provided to the Events Coordinator in writing 60 days prior to the air show. **Absolutely no public appearances will be scheduled by the show sponsor. The Blue Angels' Events Coordinator's office must first approve it.** Due to the operational demands, the team will not be available for social commitments on the day of arrival.

a. For scheduling purposes, the Blue Angels have a total complement of 16 officers. At least 14 of the officers attend every air show. We also bring 40 - 60 enlisted maintenance personnel to each show site.

1. You are encouraged to host the enlisted crew at the evening function when possible.

2. The importance of the enlisted crew to the successful completion of our operations should be stressed to the media.

b. **SPECIAL NEEDS:** We have the opportunity to spend about 20 minutes with Make-a-Wish or special needs children on Friday after the show practice. We like to bring 9 officers over to meet and greet with the children. Because of the time and limited personnel, we ask that you only plan for **30-40 children** for the meet and greet. We would also

ask that there are no high-performance acts practicing during this time, as the noise distracts from the meet and greet. The Events Coordinator and his staff can aid in the planning for this. **No media will be permitted during these times.**

6. CIRCLE MANEUVERS AND PRACTICE SHOW: Neither circle maneuvers nor the practice show rehearsals should be publicized as an official demonstration. Circle maneuvers are isolated aerobatic maneuvers and are designed to provide the pilots with a firsthand look at the airfield and surrounding geographic area. The practice show is flown the day prior to the official scheduled show.

7. PUBLIC ADDRESS SYSTEM: The Blue Angels public address system is not available to other performers or announcers during our demonstration.

a. The show site's public address system should be set up and operational for the Friday practice and all demonstration air shows. Special attention should be paid to the following items:

1. The input audio connectivity line feeds must either be XLR, 1/4" phono, 1/8" phono or RCA Jacks. No clip on microphones will be used.
2. Actual speakers should be used vice the old-fashioned horn speakers for optimal acoustics. Our music and narration is a key part of the Blue Angel experience and should be presented in the best manner possible.
3. There should always be a back up in case of microphone malfunction.
4. The air show sound technician should be on duty during our performance in case of any sound system malfunctions.

b. SIMULCAST: Carrying the narration live over a local radio or television stations offers excellent coverage when you anticipate a large crowd who cannot be effectively reached by a public address system alone. An AM or FM radio feed becomes a necessity when the show site covers a vast area such as a beach or a lakefront. We have had outstanding cooperation from radio and television station that can devote public service time for this broadcast.

1. Pre-show publicity should remind people to bring a portable radio.
2. Radio stations with remote amplifiers are welcome, however, we will not be able to plug any of their equipment into our amplification system, so they must provide their own high-level line for feed.
3. **Under no circumstances shall scanners be used to simulcast inter-cockpit transmissions of the demonstration.**

8. PERSONALIZED VIP LITHOGRAPHS: The Blue Angels will prepare 25 personalized lithographs to recognize the efforts of key individuals organizing and promoting the air show. The Air Show Coordinator or the Blue Angels Liaison should compile a list of the individuals to receive lithographs and forward it to the Assistant Events Coordinator 60 days prior to the team's arrival. **Due to inventory and budget constraints, the squadron will prepare only 25 lithographs per show site.** Appendix (P) is the format for the submission of your list.

9. PUBLICITY AFTER ACTION REPORT: **The air show publicity coordinator must send news clipping and compilation tape of television and radio broadcast featuring the Blue Angels no later than four weeks after the completion of the air show.** This report provided to the Blue Angel PAO allows the squadron to officially document the amount of media coverage generated at each show site. The Publicity Report (Appendix U) requires this coverage information. Please be thorough when filling out this report. This important information is used to evaluate the effectiveness of our publicity program and helps determine Blue Angels continued participation in future air shows.

10. THANK-YOU LIST: We would like to thank those personnel who directly assisted with the **Blue Angels** portion of the air show. When you complete Appendix (Q) be sure to include individual's full name, rate, rank, and address for each organization (i.e. car dealers, etc.). This list must be sent to the Assistant Events Coordinator 60 days prior to the arrival of the Narrator at your show site. **In the case of Military individuals, please be sure to include the Commanding Officer or Officer in Charge address.**

SAMPLE SCHEDULE

This enclosure illustrates how we schedule a typical show site. The practice / performance times listed are the standard times that the Team requests. Use this enclosure as a basic guideline as you draft your schedule. Note that transit times will differ to each show site, which will affect the timing of the Narrator's (#7) meeting with the air show committee.

Please coordinate all timelines with the Events office.

WEDNESDAY, 24 OCTOBER 2007

0700.....#7 and 7 Crew Chief depart for Muskogee, OK. (525 NM) (1+15)
 0815.....#7 and 7 Crew Chief arrive for Muskogee, OK.
 0900.....#7 meet with air show committee.
 1100.....7 Crew Chief brief COI riders.
 1245.....#7 walkdown for COI rides (3). [1300, 1430, 1600]

THURSDAY, 25 OCTOBER 2007

0650.....Gear on board Fat Albert.
 0720.....All personnel on board Fat Albert.
 0740.....Fat Albert departs for Muskogee, OK. (525 NM) (1+55)
 0830.....Brief.
 0915.....1-6 walkdown for Muskogee, OK. (525 NM) (1+15)
 0945.....Fat Albert arrives Muskogee, OK.
 1045.....1-6 arrive Muskogee, OK.
 1145.....1-4 walkdown for circle maneuvers. **(Commence at 1200)** Airspace Waiver: 1200 – 1700
 1245.....5/6 walkdown for circle maneuvers. **(Commence at 1300)** TFR: 1200 – 1700
 1445.....1-6 walkdown for Muskogee, OK practice flight demonstration. **(Commence at 1500)**
 1600.....Fat Albert launches for circle maneuvers.
 1630.....Debrief.
 1750.....Depart airfield for hotel.

FRIDAY, 26 OCTOBER 2007

0745.....#2, and SK2(SW) Joshua Rivera meet for Muskogee High School escorted by MN2 Gysler.
 Sked: 0830 - 0930 VHS/DVD/Handouts POC: Bill Kent Cell: 918-689-6421 (Att: 100)
 0815.....DOC and HM1(AW/FMF) Horning depart for Jack C. Montgomery VA Medical Center escorted by Mr. Ford.
 Sked: 0830 - 0930 Handouts Only POC: Chris Ford Phone: 918-577-4164 (Att: 200)
 0900.....#8 performers brief in FBO Maintenance Hangar.
 1215.....Boss, #3, #4, #5, and PAO depart for Media Availability in front of jets. (1230-1315)
 1305.....Depart hotel for airfield.
 1400.....Brief.
 1500.....Fat Albert launches for practice flight demonstration.
 1510.....1-6 walkdown for Muskogee, OK practice flight demonstration. Airspace Waiver: 1200 - 1700
 1710.....Debrief. TFR: 1200 - 1700
 1830.....Depart airfield for hotel.

SATURDAY, 27 OCTOBER 2007

0900.....M3 performers brief in FBO Maintenance Hangar.
 1235.....#7 meet and brief police.
 1305.....Depart hotel for airfield with police escort.
 1400.....Brief.
 1500.....Fat Albert launches for JATO demonstration. (19)
 1510.....1-6 walkdown for Muskogee, OK flight demonstration. (56) Airspace Waiver: 1200 - 1700
 1710.....Debrief. TFR: 1200 - 1700
 1850.....Depart for commit at airfield.

OFFICERS AND ENLISTED

1900.....Welcome to Blue Angels
Sked: 1900 - 2000
Host: Oklahoma Airshow
POC: Mike Anderson Phone: 918-869-8407
Attire: Showsuits
Food: Hosted (Buffet)
Drinks: Hosted
Introductions: Yes
Guests: Yes
Presentations: Yes
Framed Litho: 1) Bob Hutson 2) Davis Field Aviation

Address: Blue hangar at airfield.

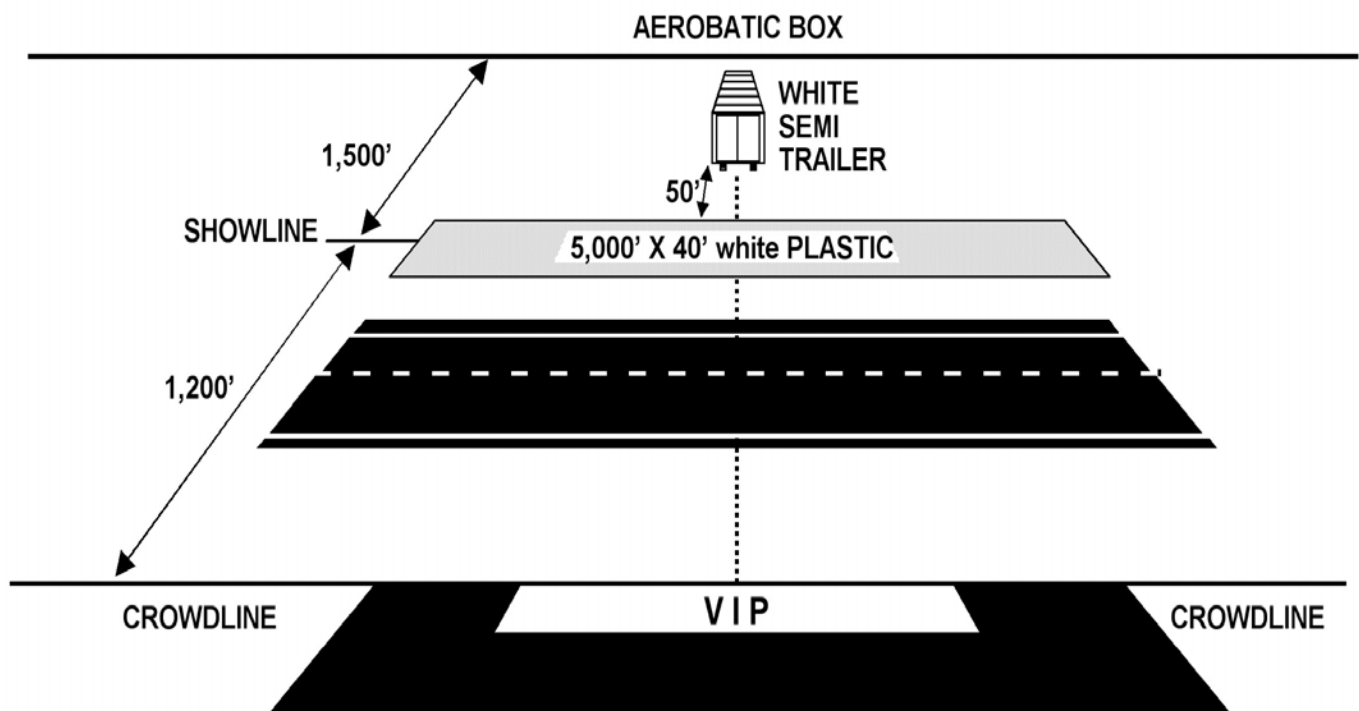
SUNDAY, 28 OCTOBER 2007

0900.....PAO performers brief in FBO Maintenance Hangar.
1235.....#7 meet and brief police.
1305.....Depart hotel for airfield with police escort.
1400.....Brief.
1500.....Fat Albert launches for Muskogee, OK flight demonstration.
1510.....1-6 walkdown for Muskogee, OK flight demonstration. (57)
1650.....Debrief general and safe.
1725.....1-8 walkdown for Pensacola, FL. (525 NM) (1+15)
1740.....Fat Albert departs for Pensacola, FL. (525 NM) (1+45)
1855.....1-8 arrive Pensacola, FL.
1925.....Fat Albert arrives Pensacola, FL.

Airspace Waiver: 1200 - 1700
TFR: 1200 - 1700

ARTIFICIAL SHOWLINE

1. An artificial showline is constructed in such a way that it is visible to our pilots who approach it from three nautical miles at an altitude of 200'. The Blue Angels have discovered through experience that white plastic creates the ideal showline regardless of the terrain. A white centerpoint marker should be positioned directly opposite crowd center. A driver must be available on the Narrator's arrival to make any necessary changes to the marker placement.

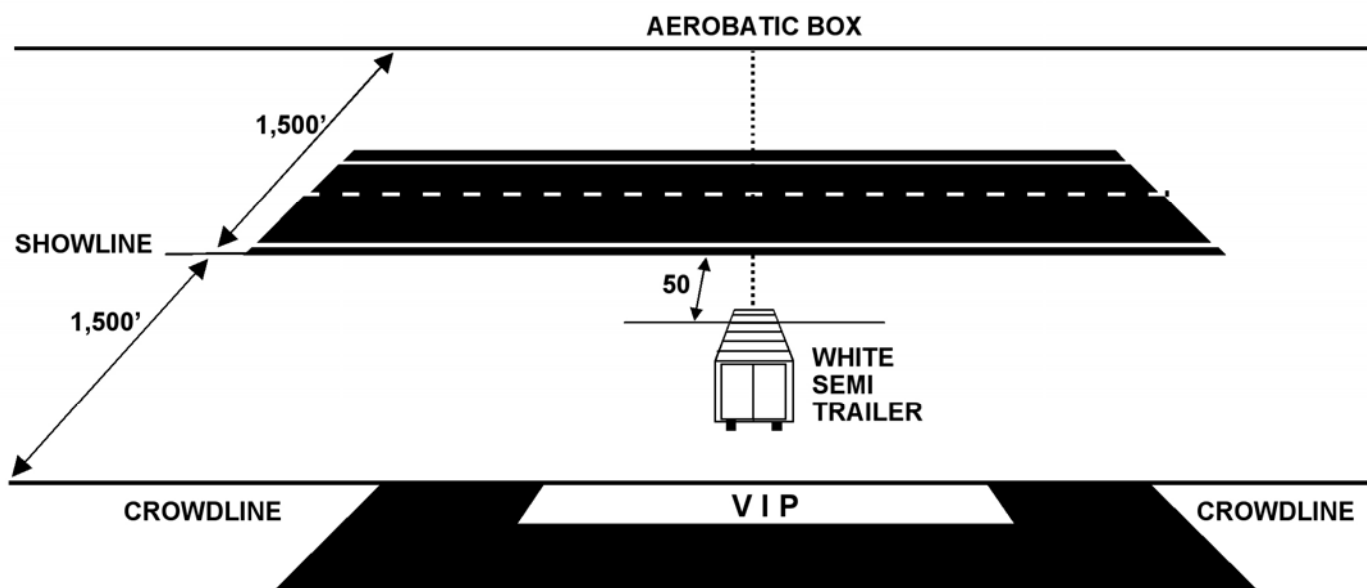


Note1: 1500' front or back waived to 1200' with FAA approval for a total of 2700'.

Note2: White semi trailer outboard of a 1200' showline.

OPTIMUM SHOWLINE

1. The showline will be set up for inspection by the Narrator upon his arrival.
2. 1500' OPTIMUM, 1200' MINIMUM: Ideally the 1500' that separates the crowd from the showline should be measured from the inboard edge of the runway to the crowd barrier. If the layout of the airfield will not permit this, then the showline may be moved to the outboard edge of the runway, or an artificial showline may be constructed.
3. Your diagram should define the complete spectator area; i.e., the entire perimeter of the area will contain the crowd. The crowd should extend at an equal distance either side of centerpoint. (See Appendix (G) page 2)
4. The maximum lateral distance a crowd can be extended is 1500' either side of CP if the distance from the crowd to the showline is 1200', 2000' either side of CP if the distance from the crowd to the showline is 1500'. (See Appendix (G) page 3)
5. The VIP section should be defined on your diagram and should be positioned as close to directly across from the center point marker as possible. The Narrator should be located directly in front of the VIP section.

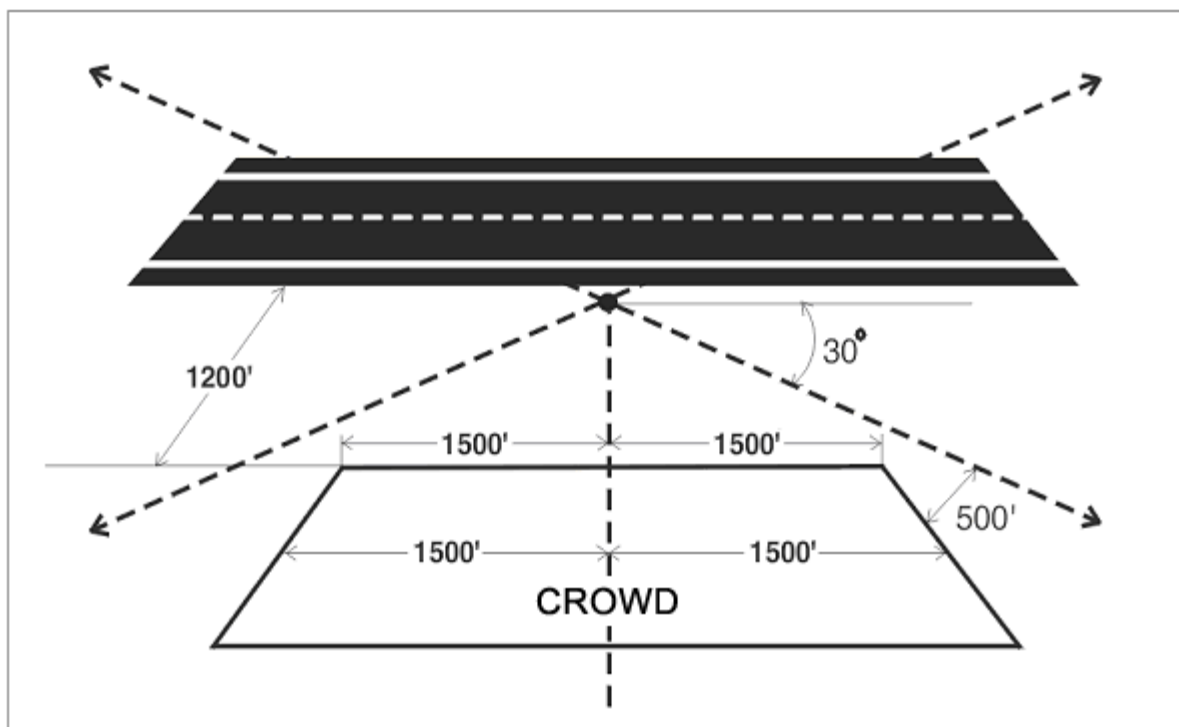


Note1: 1500' front or back waived to 1200' with FAA approval for a total of 2700'.

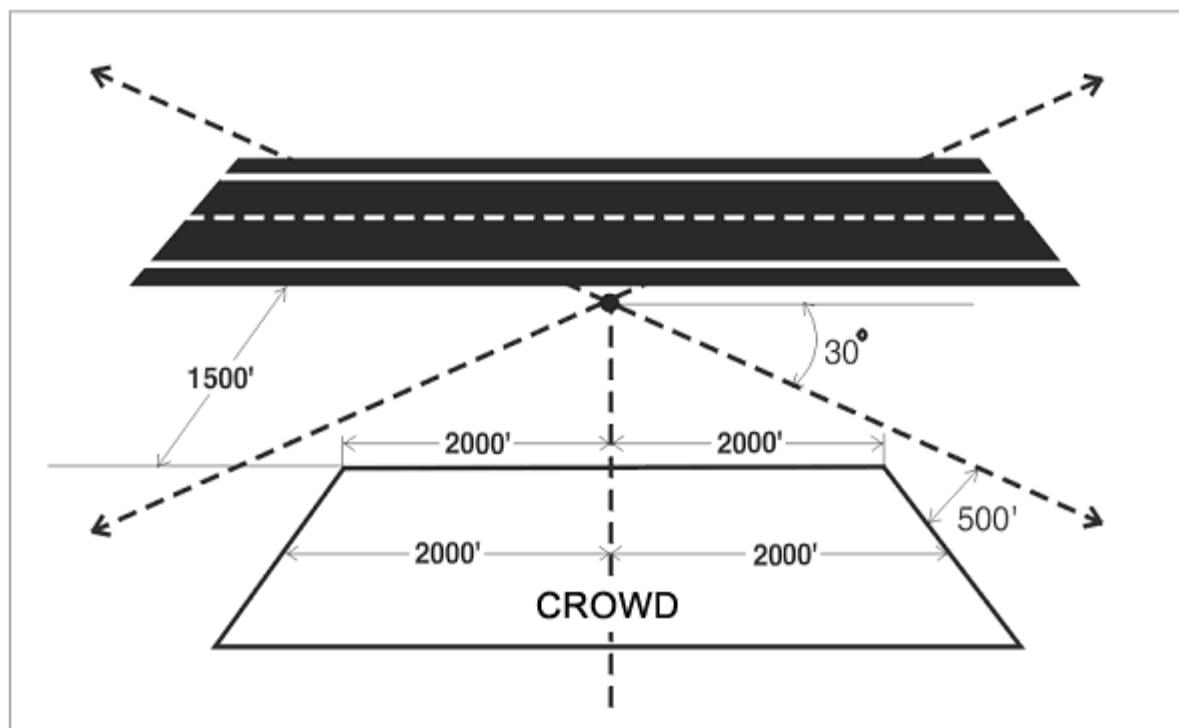
Note2: White semi trailer inboard of a showline greater than 1200'.

Note3: #7 and C-130 must be easily accessible during show (i.e. can't drive through crowds for access).

1200' SHOWLINE TO CROWD DIMENSIONS



1500' SHOWLINE TO CROWD DIMENSIONS

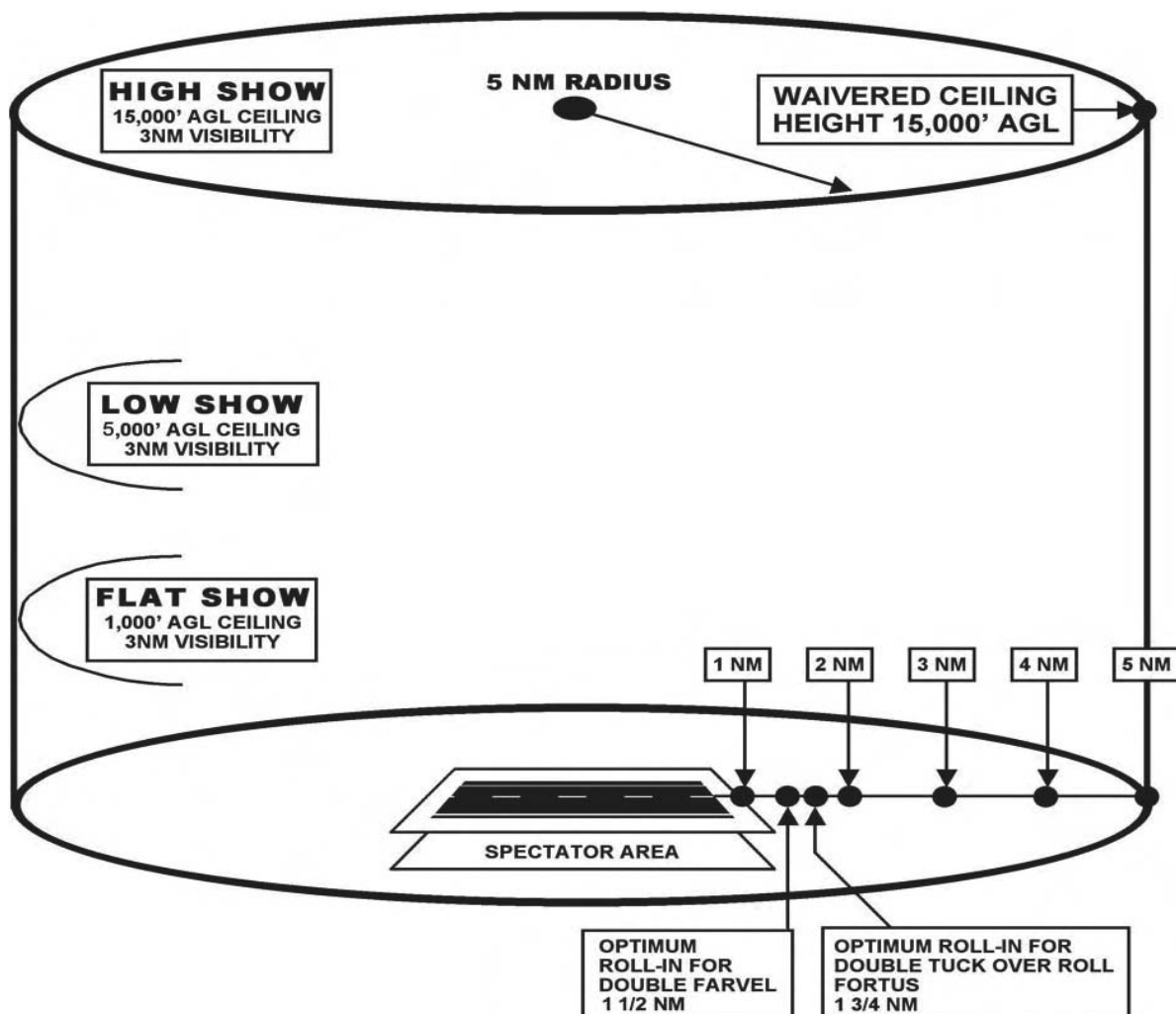


NOTE: The maximum lateral distance a crowd can be extended is 1500' either side of Center Point (CP) if the distance from the crowd to the showline is 1200', and 2000' if the distance from the crowd to the showline is 1500'.

AEROBATIC BOX DIMENSIONS

1. The aerobatic box is the absolute minimum airspace in which maneuvers are performed. This airspace must be sterile of all non-essential personnel. The sterile area extends out 1NM to the right and left of Centerpoint. Any other airspace outside the aerobatic box and primary spectator area must be categorized as "congested". A showsite is considered unacceptable if the minimum aerobatic box cannot be maintained or if a secondary spectator area prohibits normal flight profiles. Over congested areas, aircraft will be cleared to 200' AGL.

2. Beginning in 2004, the FAA required the Blue Angels to extend the aerobatic box 3/4 NM crowd right for a total dimension of 1 NM from Centerpoint to crowd left, and 1 3/4 NM from Centerpoint to crowd right. This extension was due to inverted flight conducted outside of 1 NM crowd right on (4) specific maneuvers. Due to some showsites' inability to comply with the 3/4 NM crowd right extension, our pilots began training in 2005 to perform the (4) maneuvers with one nautical mile rolls to inverted. Therefore, the 3/4 NM crowd right extension is no longer an absolute necessity. However, if a crowd right extension at your show site were feasible, it would be greatly appreciated and can only add to the quality of your air show.



Note 1: 1500' front or back waived to 1200' with FAA approval for a total of 2700'.